

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,565 tons	Captain H. D. Jones.
"POWAN,"	3,538 "	" H. I. Black.
"FATSHAN,"	3,260 "	" C. V. Lloyd (At Dock).
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 8.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentini.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,190 tons	Captain W. Reynell (In Dock).
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain S. Bell Smith.
"NANNING,"	1,590 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 4 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. A TRIP UP THE RIVER, EXCELLENT SALOON ACCOMMODATION, AND ARE LIGHTED THROUGHOUT BY EXHILARATING DURING THE HOT WEATHER.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES [14]

Hongkong, 9th August, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Transit Station). Canton Agents—Messrs. E. F. B. & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telephone Address: "CHART" HONGKONG, Telephone No. 14.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "PRINZESS ALICE" TUESDAY, 5th Nov., 1907.

NAPLES, GENOA, ALGIERS, } "ROON" WEDNESDAY, 6th Nov., 1907.

GIBRALTAR, SOUTHAMPTON, } "PRINZ WALDEMAR" THURSDAY, 7th Nov., 1907.

ANTWERP AND HAMBURG } Capt. G. Meiners

MANILA, NEWGUINEA, SAMAR, } "PRINZ SIGISMUND" About FRIDAY, 15th Nov., 1907.

RAI, BRISBANE, SYDNEY and } Capt. D. Lenz

MELBOURNE } "BORNEO" Beginning of Nov., 1907.

YOKOHAMA AND KOBE } Capt. F. Sembill

KUDAT and SANDAKAN } Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 24th October, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	Second half Nov.
TJIMAH	JAPAN	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 371.

YORK BUILDINGS, 1st floor,

Hongkong, 24th October, 1907.

Dentistry.

TSIN TING,

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

THE CHINESE ENGINEERING AND MINING CO.

[Continued from page 3]

THE PORT OF CHING-WAN-TAO.

This place, as your readers are aware, is a portion of the Gulf of Chilli that is practically, and generally, ice free in the winter. It provides what has been termed a winter pier, where transport traffic can be carried on when the ports of Tientsin and Newchwang are closed. It is reached by a short branch line, owned by the Mining Company, from Tong-ho, a station on the North China Railway. To the Rest House Station the line is 4 miles long, and to the end of the breakwater 4 miles. The company possesses three locomotives and its own rolling stock. The trains proceed right alongside the company's steamers for the convenience of passengers, and are run each day to connect with the mail train proceeding in either direction daily on the North China line. The company has made a harbour of a fairly satisfactory nature to provide facilities for the port. The works, which, as some of your readers will know, have given a certain amount of trouble in the past, consist of a breakwater and a pier enclosing a fair acreage of water. During 1906 the breakwater was extended 300 ft., making its total length 2,300 ft., and the pier was lengthened to 1,600 ft. and broadened 20 ft. At the breakwater there is berthing for five steamers, of which two are for steamers drawing 21 ft. of water. The other three berths are for vessels of 18 ft. draught. There are four tracks of railway along the breakwater. Improvement works just completed have straightened out the chard quay, which seems to have been a bad feature in the original design. The normal coaling capacity is about 15,000 tons an hour, and vessels can discharge, say, 700 tons of general cargo in the 24 hours. An American steamer has discharged 72,000 bags of flour in 27 hours. The pier has two berths for vessels drawing up to 17 ft. of water, and it has two tracks of rails laid along it. The company has erected a fine godown 600 ft. in length and 4 ft. in width, with a storage capacity of 7,000 tons of cargo.

THE COMPANY'S FLEET now consists of four steamers. The crack boat is the "Kolping," which is employed regularly on the Shanghai-Ching-wan-tao run, making very good time and connecting with the mail steamers. The other three vessels are practically colliers, and go wherever inducement offers with coal cargoes. On their return upward run they always call at Tientsin, and then come on to Ching-wan-tao. At the time of my visit the coal export was about 25,000 tons a month. Of the independent trade the value of the transit traffic in 1906 amounted to Hk. Tls. 3,401,454, for inward and Hk. Tls. 236,742 for outward transit, as compared with Hk. Tls. 2,066,157 and Hk. Tls. 72,282 respectively in 1905. A considerable trade has been inaugurated with Newchwang during the winter, which, in the matter of customs, asks for the same treatment as Tientsin receives. Some 6,000 bales of cotton-pile goods were imported, besides quantities of silk piece goods. It is known that the "Kolping" is used by different steamers apart from the company's own vessels, but the harbour has not become very popular. During the winter months steamers of the China Navigation Company and Hamburg-America Line regularly visited the port. Arrangements have now been made that the steamers of the Chargeurs Réunis will discharge one steamer a month, and it is expected that other arrangements will shortly be made for export cargo also. Perhaps liberal treatment for steamers may likewise induce other lines to utilise this port to a greater extent than hitherto. The outside impression I gathered is that other vessels do not quite receive the same treatment as the Company's own vessels, and are thus at a disadvantage in the matter of facilities and charges with Company's vessels. I am not in a position to affirm or contradict this statement, and only give it as the expression of opinion that is current. Certain it is that the port is not very popular and does not seem to be so greatly used as one would anticipate when the only other ports in the Gulf are frozen up. It is a pity also that some scheme cannot be arranged to avoid the amount of handling that cargo has to receive. The company's cars into which the cargo may be put on arrival are not allowed to run on the North China Railway. Goods have therefore to be again transhipped at the junction at Tong-ho. This, of course, means another expense as well as possible small or large damage that is always liable at each handling. Where possible, goods are loaded directly into the railway company's wagons, but such are not always available. Some scheme by which they would always become so would certainly facilitate matters and bring custom to the port.

THE COOLIE TRAFFIC to South Africa brought a certain amount of remunerative work to the harbour. Near to it is the great concentration camp where the coolies were collected before shipment, and that is now presumably again busy with passing through the repatriated men. When I visited the place the great range of buildings was like a city of the deserted. The foreign staff had been dispersed with the sole exception of the Medical Officer, whose residence is near by. He also acted as medical officer for the port, and for the small European community at Ching-wan-tao, a community that becomes slightly augmented during the summer months. A very large expenditure must have been incurred at the concentration camp. The stone buildings are of most solid construction, and will last for half a century. It is obvious that the fathers of the scheme did not anticipate the many absurd actions and misstatements at home that have wrecked the proceedings. I do not propose to enter into this matter now; it has on many occasions been thoroughly thrashed out in your columns. I would merely remark my own experience is that you cannot for any length of

[Continued on page 3.]

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. "Charrante" and "Atatapa," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 4th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th November, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 4th November, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th October, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 28th of October, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of November, at 9.30 A.M.

All Claims must reach us before the 8th of November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 28th October, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. "Himalaya," From Penang, &c., ex S.S. "Himalaya," and S.S. "Ceylon."

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st October, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st October, 1907.

PATHE FRERES, PARIS.

CINEMATOGRAPHS

AND FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR

The Straits, Borneo, Java, Sumatra, Siam,

Hongkong, The Philippines, &c.

F. DREYFUS,

19, Stamford Road, Singapore.

770.

Intimations.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

AUTUMN = 1907. =

Our First Important Show Days.

TUESDAY, OCTOBER 29th, and following days.

JACKETS, ULSTERS, COATS and SKIRTS.

SHIRTS, BLOUSES, GOLFERS.

Special Attractive Show.

ROBES, WRAPS, MILLINERY.

GLOVES, HOSIERY, FURS.

WM. POWELL, LTD., HONGKONG.

Hongkong, 24th October, 1907.

Intimations.

COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that MUSKETRY FIELD FIRING will be carried out as under:—

On the 2nd and 8th November, between 8 A.M. and 1 P.M., on the Southern Slope of Beacon Hill in a North-Westerly direction.

On MONDAY, the 4th November, from Customs Pass to Hebe Hill.

On TUESDAY, the 5th November, from bottom of Customs Pass in an Easterly direction.

F. H. MAY, Colonial Secretary.

Hongkong, 30th October, 1907.

(353)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP £1,000,000)

Undertakes and Executes

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907.

(352)

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT

In pints and Baby bottles.

FRENCH SYRUPS

GRENAINE, GROSSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS.

ALSO

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907.

(349)

KUHN & KOMOR'S

ANTI-CURIOS STORE

will be RE-OPENED on the 7th inst., at

No. 13, QUEEN'S ROAD

(under Connaught Hotel).

AND

A CLEARANCE SALE AT GREATLY

REDUCED PRICES

will be held to the END OF THIS MONTH.

INSPECTION CORDIALLY INVITED.

Hongkong, 20th October, 1907.

(385)

JAPANESE

CURIOS.

SELLING OFF AT COST PRICE.

To 24th December.

A LARGE STOCK

OF

CHRISTMAS CARDS,

CALENDERS, TOYS,

JAPANESE DOLLS,

LANTERNS

AND

CURIO BOXES

(ALL OF LATEST DESIGN AND PATTERN)

ALSO

TEA SETS,

SALBUM,

SATSUMA &

COISSONNE WARE,

BRASS &

BRONZE WARE,

LACQUER WARE,

PICTURES & FRAMES,

SCREENS, &c., &c.

We take this opportunity of tendering our thanks to all our customers for their valued support, and for the many expressions of approval received from patrons in every part of the world during the past year.

NIKKO CO.,

No. 5, ARSENAL STREET,

HONGKONG.

Hongkong, 30th October, 1907.

(351)

Entertainment.

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the BOTANIC GARDENS on THURSDAY, the 14th November.

Intending Exhibitors are notified that information of the Classes in which they intend to exhibit should be sent to the Hon. Secy, 6, Reconsfield Arcade, not later than THURSDAY, the 7th November.

L. GIBBS, Hon. Secretary.

Hongkong, 9th October, 1907.

(354)

Public Company

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of one Shilling and Six pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15 percent for the year ending 28th February, 1907. Coupon No. 9 is payable on 2nd November, at the Chartered Bank of India, Australia and China, and the Russian Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents.

Hongkong, 30th October, 1907.

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Notice of Firm

NOTICE.

NOTICE is hereby given that on and after this date all RECEIPTS and CONTRACTS for goods purchased in connection with the business of this Hotel, must be signed by HO SHAU CHUENG (何壽成) and HO MAY YU (何文玉) or either of them, otherwise the Proprietors of this Hotel will NOT be RESPONSIBLE for same.

Notice is hereby also given that the Proprietors of this Hotel will NOT be RESPONSIBLE for ANY DEBTS contracted by any of the employees unless signed by either of the above signatories.

CONNAUGHT HOTEL, Proprietors.

Hongkong, 25th October, 1907.

(315)

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-DAY,

the 1st and 2nd November, 1907, commencing each day at 2.30 P.M., at the Sales Rooms, No. 8, Des Voeux Road, corner of

Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising:

MOTHER-OF-PEARL INLAID PANELS

AND SCREENS, IVORY CARVINGS AND

NETSUKES, OLD JAPANESE BUD-DAHS,

CARVED BRASS VASES, BOWLS

AND INCENSE BURNERS, KINKOSAN

SATSUMA VASES AND INCENSE BURNERS,

MAKUDZU VASES AND PLATES,

KIMONOS AND KAKI-MONOS, TORTOISE

SHELL ORNAMENTS, KAGI TEA SETS,

&c., &c.

TERMS: As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st November, 1907.

(351)

For Sale.

SWATOW DRAWN WORK

COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality.

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY AND CHINESE

LACES.

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 19th October, 1907.

(358)

HUMBER

CYCLES.

THE BEST IN THE

WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.E.H. PRINCE OF WALES.

With THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News: For 38 years the name of the HUMBER has been as a guarantee of good workmanship.

DRAGON CYCLE DEPOT,

AGENTS,

11, D'ARQUILL STREET and KOWLOON.

Hongkong, 19th July, 1907.

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THE CHINESE ENGINEERING AND MINING CO.

(Continued from page 2)

time make a slave of a Chinaman. The white man has yet to be born who will achieve the task. You may, perhaps induce some hundreds or thousands of Chinese to embark on a new field of labour, attracted by high wages. They will probably not in the first instance be the best class of men. If the conditions, pay, and treatment are liberal you will have plenty of the surplus population applying. If the conditions are onerous or unsuitable you cannot get any more men to go. The men, for instance, with 10 to 15 mace a month for the tobacco plantations induce others to follow, if they succeed. So it would be in South Africa. It was slavery; it has been so exaggeratedly asserted, for political purposes at home, you would never get any more men to follow up the first detachments sent. One knows as a matter of fact the large sums of money that have been remitted to China by the "slaves" in Africa. The sums put into the foreign banks are very considerable. To every village or hamlet to which that money is forwarded, by a present emigrant, there would doubtless be two men ready to go to "slavery" in South Africa with the prospect of being able to do the same. It is recorded of a President of the United States that he once made the statement you could find a section of the American public for a certain portion of time, but that you could not fool the whole of the American people for all time. The similar statement can be made in regard to making a "slave" of a Chinaman. You might entice a few for a portion of the time, but that you can make slaves, if any considerable number, in South Africa, or anywhere else, for all the time, provided the temptation is not checked at all, is, I most strongly assert, an impossibility for the white man to achieve.

With this brief digression from my subject of the Chinese Engineering and Mining Company I will return to that matter, and in conclusion say a few words on what I may term

THE POLITICS OF THE COMPANY.

They have a very considerable bearing on other matters apart from the actual concerns of the company itself. It will not be necessary to go over the ground that has formed cause for litigation in the Courts at home. The case has been decided that the company is free, and that the claims against individuals are not capable of being sustained. Briefly, the Chinese do not understand the ways and wherefores of how it was that they only received £65,000 out of a capitalisation of £1,000,000, and that £60,000 debentures should also be created. There was the side issue also that Chang Yen-mao and his friends did not think they were really selling the property, but that some such deal was in progress when the China Merchants S. M. Company was temporarily transferred to Russell and Co. during the time China was at war. They thought they would naturally have to make compensation for the favour done them, but that when the trouble of 1900 had blown over their property would be restored to them. The documents are entirely against them, but they are not the men who are to be blamed. Chang Yen-mao has lost a good deal of "face," and is only beginning to recover in some degree his former position. This, I understand, is partly the result of what I trust is a fact, viz., that something further is to be done for them (THE CHINESE SHAREHOLDERS).

In the way that they will have a greater interest in the company. Just how that is to be accomplished I am not in a position to say. I am writing this some time after leaving Tientsin and the site of the mines, but the report reaches me that Mr. Nathan is himself going home, and that there is every prospect of something being done. By what method it will be accomplished I have no means of knowing, but the sum mentioned is £200,000, to be handed in some form to Chang Yi and those associated with him. The exact method may even not yet be determined, but I sincerely trust the main fact is correct. The whole matter, as it has stood since the present company was formed, has created a bad feeling amongst the Chinese. They look on it as a precedent that might be followed in other cases, and the result has been to hinder the possible formation of any similar enterprises where foreign capital and expert knowledge might have been brought into co-operation to the mutual advantage of both foreigners and Chinese. A bad impression has been created amongst the Chinese in North China, and if something more can be done for the Chinese shareholders the bitterness now felt may be removed. If it is removed it should assist the association of the two parties in the formation of similar enterprises. The only redeeming feature of the whole matter has been the honesty of the work that has been achieved in China. The men on the spot by their capacity and integrity have done excellent work for all interested. Their work has ably assisted the company. It remains for London to remove the causes, and all who are acquainted with the history of the whole matter feel considerable sympathy with the Chinese—that still make the Chinese shareholders indignant at the whole transaction. For the reasons given, and for the sake of European enterprises in North China, I sincerely hope a settlement, even if it only partly satisfies the just desires of the Chinese, can be effected.—*L. G. C. Export.*

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUILL STREET,

HONGKONG.

Hongkong, 28th September, 1907.

(359)

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL BEARING THE TRADE-MARK.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drome-France).

CALDESE MACQUELORE & Co., Hongkong.

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice, in my life? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer, and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

1000 and Comic Cards for 1/5.

English and Continental Actresses hand tinted real glossy Photographs 1/5 per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 12d, 2d, 3d, 4d and 6d each.

500 ASSORTED Cards for 20/-

1 gross Jewelled Cards for 5/-

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all

Telegrams.

[Reuter's.]

Cricket.

London, 30th October.

In the match at Perth between the M. C. C. and the Westsiders, the English eleven won by an innings and 134 runs.

The Financial Crisis in New York.
\$70,000,000 have been deposited in the National Banks, exceeding the records of the previous financial crisis.

The Emperor of Austria.
The Emperor Franz Joseph took a walk yesterday, the first since his illness.

Arrival of the King and Queen of Spain.

The Duke and Duchess of Connaught, the Princess Henry, and a crowd of distinguished persons welcomed the King and Queen of Spain at Victoria.
Their Majesties proceeded to Kensington Palace.

The Result of the Cambridgeshire.

1—Land League.
2—Malua.
3—Stick Up.

There were 15 starters.
The race was won by a neck, with two lengths between and and 3rd.

Sensational Arrest in Edinburgh.

A sensation has been caused in Edinburgh by the arrest of Magistrate Ayling, who had just resigned a partnership in Messrs. Constable & Co.'s publishing firm. The Magistrate is accused of forging bills to a large amount.

The Libel Trial in Germany.

The dignified attitude of Count Kuno Moltke at the libel trial, and other circumstances, have produced a considerable revolution of feeling in his favour.

CIGARETTES IN SOUTH CHINA.

LAST YEAR'S CONSUMPTION.

In the Consular report for Canton for 1905 the following appears under the heading "cigarettes":—

The total value of cigarettes for 1905 was 140,099 taels and for 1906 137,983 taels. The trade in foreign cigarettes (Virginia type) during the year 1906, although still small, shows a perceptible increase over that of preceding years, goods of British manufacture continuing to hold the lead and to participate in due proportion in the general improvement.

This applies more particularly to the higher grade cigarettes wherein British manufacturers are well to the fore. With regard to the cheaper qualities Japanese cigarettes—a Government monopoly—are being extensively pushed in South China, and are making considerable headway, owing to the low prices at which they are placed on the market. Various local factories have been started by Chinese companies with up-to-date machinery, and produce cigarettes at very low rates; but their efforts, up to the present, have met with little success. American manufactured goods are still abhorred by the Chinese public, as a result of the boycott agitation in 1905, and imports from the United States have entirely ceased. On the other hand, it is a matter for satisfaction that the British American Tobacco Company, which has developed the cigarette trade in these parts, has now very largely overcome the opposition to it which followed as a corollary of the boycott of American goods in the previous year. There is no demand among the natives for Egyptian and Turkish varieties.

D. S. GUNBOAT "ELCANO."

TO UNDERGO EXTENSIVE OVERHAULING.

The gunboat *Elcano* which arrived from Hongkong last Sunday, says a Cavite despatch of 24th ult., is to go out of commission at an early date. The work of transferring her stores and fitting to the Cavite naval station has been commenced to-day and when completed within the next two or three days her flag will be hauled down and the ship's sea-going days will be at an end for some months to come.

This vessel has been in need of extensive repairs for a long time past but the exigencies of the service required that she be kept in active service until now, it becomes necessary to lay her up for an overhauling.

The *Elcano* has been in continuous commission for the past five years, the major portion of which has been spent in cruising on the Yangtze River, where her movements allowed the collection by her officers of much valuable data relative to the commercial, political and military situation in the heart of the Chinese Empire. Protection and assistance was also afforded the large number of missionaries who make their headquarters in the cities along the Yangtze. This information is finally forwarded to the Navy Department in Washington and not a little of it reaches the State Department for consideration.

The *Elcano* was one of several Spanish gunboats purchased from the Spanish Government soon after the American occupation of Manila, and was brought from one of the ports in the Southern Islands in Cavite where she was almost completely rebuilt and was fitted with a new battery of four-inch, four 6-pdr. and two Colt Automatic guns, which has caused the vessel to be styled the "Baby Battleship," her battery being very formidable for her size.

Her officers, consisting of Lieut. Commander J. L. Jayne, Ensigns B. Y. Rhodes, Edward L. McSheehy, Midshipmen W. E. Clarke, W. F. Newton, Assistant Surgeon J. F. Chon and Assistant Paymaster J. J. Luchinger, will be assigned to other ships on this station. It is reported here that they will put in commission the gunboat *Ranger* and take her to the Yangtze River for service.

THE CHINESE ENGINEERING AND MINING CO.

HISTORICAL AND DESCRIPTIVE.

It is now close on thirty years since a little band of foreign engineers set out from Tientsin to open—according to foreign methods—what is known as the Kaiping Coalfield. The development that has since been brought about comprises the Chinese Engineering and Mining Company, and the Imperial Railways of North China. The coal project has now become a great industry. The Kaiping mines were inaugurated by the then Viceroy, Li Hong-chang, whose henchman in the matter was the late Mr. Tong King-sing. This gentleman's name is known to many in China, and his nephew, Tong Shao-yi, has become even more known. Tong King-sing was educated by the late Mr. Brown (of Amoy, I believe); he both wrote and spoke English fluently. With him were Mr. Burnett, the head mining engineer, a man of great experience, Mr. C. W. Kinder as assistant, and Mr. Molesworth as mechanical engineer. It will not be necessary to trace the various steps up to the time that the mine became the Chinese Engineering and Mining Company, or to follow the canal development as a means of transport that first took place, and then the railway. Mr. Burnett unfortunately succumbed before much had been achieved, and most of the work has been carried forward by Mr. C. W. Kinder, C.M.G., whose name has been a household one for so many years in North China. When the railway made progress the two matters became disassociated, and the mine company and railway were distinct, though closely allied, undertakings. Of the railway I will write in another letter; the present will deal with the Mining Company. It will serve no useful purpose to traverse the ground by which the present company,

AN ENGLISH REGISTERED COMPANY, acquired the property. The manner and method have not conduced to the establishment of any similarly constituted Chinese, foreign company, and, as may be gathered from the litigation that, ensued in the British Courts of Justice at home, the deal has certainly not pleased the Chinese. The matter has been an unfortunate one from the foreigner's point of view in China. It is to be hoped it is even yet not beyond the possibility of being rectified. But on this point I will say more later, and proceed to give a brief sketch of what is to be seen at the mines.

Through the courtesy of the Agent and General Manager in China, Major Nathan, R.E., one of that brilliant band of brothers, who, each in his way, is making his influence felt in the world, I was enabled to see the mines and establishments of the Company. The enterprise is having a great economical effect throughout the country. There are several coal-producing centres, but this is by far the largest and most important. Three hours by the mail train takes you to Tongshan, where the main shafts of the company are in operation. Here you will find

A BRITISH-BELGIAN COMMUNITY

comprising the mining and technical staff. The company, which is a British one, was constituted partly by British and partly by Belgian capital. It is a happy community that has M. Paquet as head engineer and manager. The company provides residences of a reasonable, if not palatial nature; the village of Tongshan has grown to a moderate sized town; foreigners have provided themselves with a racecourse; there is a hospital and some other institutions which, in this matter as in several other ways, is paid for half and half by the Mining Company and the Railway. You are speedily aware that the mine is a great undertaking. Seeing the men checked in for one of the three shifts which keep the mine going night and day is alone a great sight. Up in recently the wages bill was \$10,000 a month, and with the electrical plant lately installed, and the number of miners considerably increased this amount will be augmented by no means small. The effect of the disbursement of so considerable a number of dollars per month is naturally having an effect on the neighbourhood. Mining populations the world over are not given to big game hunting, and the Chinaman is no exception; besides, he is a man who usually circulates money if he can earn it. The annual reports for the last few years and the figures of the profit and loss account show the prosperity of the mine. But the most considerable development is now taking place. At a cost approaching—\$250,000—an elaborate electrical plant has been installed.

THE TONGSHAN MINE.

is generally a wet mine, and much pumping is required to keep the workings dry, and permit the winning of coal to proceed. Before briefly describing the plant I may note that it was installed and commenced working on April 16 last. At that time the daily average output of coal was 17,6 tons for the first half of the month. For the second half it was 20,34 tons per day, the deliveries at the pit's mouth on the last few days being higher than that figure; increasing daily as the contractors were able to augment the number of men. The men work in three shifts in the twenty-four hours, the night shift being from 10 p.m. to 6 a.m. This shift does less actual work in getting coal than either of the other shifts, the work being largely of the clearing up and preparatory order for the day shifts. The average number of coolies in the mines for the first half of April was 3,006 men; for the second half the number was 3,179 men, and on the last day of the month it had reached 3,427. The number has since been increased. This is directly due to the new electrical pumping plant.

THE ELECTRICAL PLANT

There are three large electrically driven pumps operated through motors each of 480 h.p. installed on No. 4 level. Three drive centrifugal pumps at 1,500 revolutions a minute, and the capacity of each is five to four tons of water per minute with a working head of 230 metres. Two pumps of similar

power and capacity are installed at No. 6 level; these deliver to No. 4 level, whence the water is pumped to the surface. At the time of my visit one pump working at either level of 18 hours out of the 24 sufficed to keep the mine dry. Naturally during the rainy season more of the power available on the spot would be required. The big hydraulic pumps formerly in use, whose capacity only permitted of a certain output of coal, are now held in reserve in case of any accident to the electric plant. The power-house is a fine new building, and installed in it are three sets of engines, each of 1,628 horsepower, generating current 2,200 volts 3 phase. The whole immense fly-wheel constitutes the dynamo. The engines are supplied with jet condensers directly driven from the crank pins. There are also three motor generators transforming 3 phase into direct current at 220 volts for lighting and exciting the generators. One steam dynamo is also supplied for starting up purposes. The large two-story switchboard at the end of the power station is an imposing sight. It consists of 32 separate panels. A range of 12 boilers is provided, working at a pressure of 150 lbs. per square inch, fitted complete with superheaters and Green's economisers. The feed-water is arranged either with pumps or injectors. A feature of the plant is the cooling tower for condensation, suitable for 750 cubic metres per hour. The mines and surface works are all lighted by electricity, which is likewise provided in all the European employees' houses. Besides the main Tongshan shaft, there is also at Tongshan the North-West shaft. Electrical power will also be provided there, being transported by cable from the main plant. Similar power will also be provided for all shop purposes at the mine, and it will be recognised that the shops for such a mine are fairly considerable.

THE NORTH-WEST SHAFT

has at present an output of about 10,000 tons a month. This, like the Tongshan shaft, is expected to increase with electrical power, though it will not be in the same proportion. The third mine of the company is situated at Linsi, a few stations further to the eastward on the railway. At present this mine produces roughly 40,000 tons a month. I may first, however, mention that here also an electric plant is in process of being installed, though it has not advanced to the stage of operation as at Tongshan. At Linsi there are two generators and two 480 h.p. centrifugal pumps of precisely the same pattern as at Tongshan. There is likewise a Rauteau ventilator directly driven by a motor for ventilating the mine, in course of erection. The electric plant has all been provided jointly by the Siemens Schuckert Works, and the Allgemeine Electricität Gesellschaft, who in this matter have amalgamated themselves. The erection of the machinery and plant has been superintended by Mr. Cross, who has represented the contractors. The Linsi installation is provided with 9 boilers, with superheaters and economisers as at Tongshan, a large cooling plant for condensation, and a smoke stack 180 ft. high, the largest in North China, and probably in the whole of China.

THE LINSI MINE

at the present time consists of one shaft and one incline for its workings. These produce about 1,350 tons of coal per day. In view of the electrical installation being supplied, and the increased pumping power that will be available, a new shaft has been sunk that was nearing completion at the time of my visit. The new head gear and winding engines are expected to be erected and ready for use by March next year. The new screening plant will also be completed at the same time. When all the plant comes into full working the estimate is that Linsi mine will produce 3,500 tons a day. If this is realised the company will be producing over 6,000 tons a day—figures that, I believe, would make it the greatest single coal producer in the world. The coal at Linsi is similar in quality to the Tongshan production, but the general conditions of working are easier. The general quality of both leaves perhaps much to be desired. It is not of a high class, but it can be produced fairly cheaply, and is suitable for locomotives and steamers as well as household purposes. It is not excellent for any one of the three, but it is happy.

NEVER WANTS FOR A MARKET.

It is shipped away from Ching-wan-lao by the "Ping" steamers in considerable quantities, but it is fortunate in having a great local demand. Probably few, or no other collieries are so situated that there is a ready market—a price, but one that pays—for probably double or treble its output. It is there locally, the great string of coal carts along the line, the coal carts at all the stations along the line, the coal carts at Peking and elsewhere are evidence of the way the product is used and appreciated. So far it has not been necessary to seek new outlets, but this is a matter that will require attention when the output is so largely increased. The official figures give the total output as 958,075 tons in 1906, as compared with 861,223 tons during 1905. The railways, including the consumption of the Imperial Railways of North China (about 75,000 tons), the Peking-Kalgan Railway, and a portion of the Ching-Han line, took 156,977 tons as locomotive fuel. Bunker coal to steamers was 48,320 tons; the local market at Tientsin and immediate vicinity consumed 21,155 tons; into Manchuria, by rail, went 43,184 tons; and local sales amounted to 202,872 tons. The exports by steamer were 153,913 tons.

Besides the coal mines, there are BRICKYARDS AT BOTH TONGSHAN AND LINSI, operated by the Company. The Tongshan yard produces 1,500,000 bricks a month. The mine itself is a large consumer for its own requirements; there is also a large sale to the public. At the Linsi yard the Chinese kilns are to be disbanded, and work concentrated on the new Flemish kiln. It was hoped that 2,000,000 bricks at the least would be manufactured this season. It may also be noted amongst the industries of Tongshan, though not operated by the company, are cement works making a good working quality, pottery works, and a glass factory at Linsi.

To complete the industrial portion of the matter, a reference should be made to

(Continued on page 4.)

RAILWAYS IN CHINA.

Considerable excitement prevails in the province of Chekiang. Negotiations have been in progress for some time past in Peking for the ratification of the agreement for the construction of the Soochow-Hangchow-Ningpo railway line, the third of the four railways granted by China as British concessions and undertaken by the British and Chinese Corporation in 1898. Fired with the zeal that has stirred so many other provinces, the inhabitants of Chekiang claim the inalienable right of constructing their own railway, and, clutch their contention, have made desultory attempts to build bits of lines at various centres. Suddenly, however, they have realized that, while they are forming railway bureaux and tangle soda, there is imminent danger of the railway agreement being signed over their heads. Accordingly indignation meetings have been held in the province, and telegrams have been sent to the Waiwupu from the Governor, the directors of the newly-created "railway companies" and others. If we are to credit the intelligence that emanates from Peking, the action of the provincials has had its effect upon the Waiwupu, which is now inclined to repudiate the existence of any undertaking to accept a loan of £1,500,000 from British and Chinese Corporation for the construction of the railway in question. The outcome of this changed attitude may be left to those immediately concerned; but it is to be hoped that wiser counsels will prevail in Peking, as they did in the case of the Canton-Kowloon Railway, which had also to endure persistent opposition from the provincials until the actual ratification of the agreement.

The attitude of the country in general towards railways is symptomatic of the chaotic state of mind in which China is now approaching her serious task of regeneration. There exists full recognition of the necessity for their construction with a view to the immediate improvement of international trade and communications, but nearly all efforts to give practical effect to the universal desire for railways, are hampered as much by national ignorance as by official incompetence. It is true that China has every reason to be distrustful of foreign enterprise in the matter of railways. In the heyday of the policy that had for its watchword the partition of China the Government had been forced to concede the right of railway construction under conditions that not only deprived her of all control and profit in these enterprises, but were also calculated to impair her sovereign rights in the territory through which the railways were to run. The partition of China no longer figures in the programme of practical politics, and the Chinese Government need have no difficulty in deciding which offers of foreign capital for the construction of railways can be accepted without fear of the lines being other than strictly Government undertakings. Unfortunately, however, in the indiscriminate alarm that the mere mention of the introduction of foreign capital arouses, there is a tendency to scout all offers alike and even to repudiate the few undertakings that have treaty sanction, although actual details still await elaboration. From such a policy China herself must remain the chief sufferer.

At a certain juncture it was, without doubt, convenient to the Central Government to stimulate the antagonism of the people against railway concessions, and it followed as a natural corollary that the gentry and merchants of each province should be encouraged to promote railway enterprise at their own expense within their own borders. As a wave of enthusiasm passed over the country, and warlike puns of money were subscribed, large enough in themselves, but wholly inadequate to the railway needs of the Empire. In three or four cases only have the enterprises contemplated materialized, and in these, it may be supposed, only after a great waste of money. In the others, the shortage of capital, and absence of the requisite knowledge to set about construction have, individually or collectively, been responsible for the non-realization of each scheme. Moreover, it is now being slowly recognized that the system of entrusting separate provinces with the initiative and control of their own railway affairs must lead to considerable confusion, and ultimately impair the resources and authority of the Central Government. This point has recently been embodied in a memorial to the Throne by H.E. Tseng Chun-huan, who urges the unification of China's railways in one system. Perhaps when more capital has been subscribed and squandered, when more provinces are kept waiting for railways which show no sign of materializing under local initiative, a fresh wave of sound sense will pass over the country and the people will realize that there is something to be said in favour of a plan by which foreign capital can be made use of, without harm to the national honour, at five or six per cent. At this rate of interest sufficient money for railway enterprise cannot be obtained from the Chinese themselves. Thus, while her own capital is left free for more lucrative investment, China will have the satisfaction of seeing the country covered with a network of railways, built at a cost that will enable them to pay off all indebtedness in the shortest possible space of time.—N. C. D. News.

THE NEW YORK FINANCIAL CRISIS.

ROCKEFELLER INTERVIEWED.

New York, October 26. John D. Rockefeller, the organizer of the Standard Oil Trust, interviewed to-day on the present panic in Wall Street and the causes of it, declared that the depression and the consequent panic was due to no ascertainable cause. It was one of those incidents to commercial activity, that come unexpectedly and with no apparent reason, he said. Asked as to whether it was due to the attitude of the Administration toward the trust and large combinations of capital, the great financier declared that the depression was without reason. Minor failures continue to be reported from various parts of the country. Gold is being imported by the affected banks and institutions. Morgan, Rockefeller, and the Treasury Department have supplied nearly \$100,000,000.

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To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, November 2nd, 1907.

DINNER.

HORS D'OEUVRES.

Caviare on Toast.

SOUP.

Asparagus Soup.

FISH.

Boiled Fish and Parsley Sauce.

ENTREES.

Ox Tongue a la Romaine.

Sweetbread Cutlets and Tomato Sauce.

CURRY.

Dry Curry.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.

Roast Capon and Bread Sauce.

Boiled Shoulder of Mutton and Turnips.

Cold Rice Bird Pie and Potato Salad.

SWEETS.

Caramel Pudding.

Strawberry Ice Cream and Finger Cakes.

Topsy Cake.

Cheese Biscuits.

DESSERT.

Coffee.

Fruits.

[955]

PUBLIC AUCTION.

The Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

MONDAY,

the 4th November, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

25 Cases MARGARINE, 40 Cases SALAD

OIL, 100 boxes MANILA CIGARS, 25 Cases

COGNAC, 33 Bags CAROC SEED, 25 Cases

WATSON'S No. 10 WHISKY,

&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st November, 1907. [965]

PUBLIC AUCTION.

The Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY,

the 6th November, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING

ROOM SUITE by Powell & Co., OVER-

MANTELS, TEAKWOOD EXTENSION

DINING TABLE and CHAIRS, DINNER

WAGGONS, DINNERS SERVICE, Single

and Double IRON BEDSTEPS and BED-

DING, TEAKWOOD WARDROBES with

BEVELLED GLASS, CHEST-OF-DRAW-

ERS, CARPETS, &c., &c.;

ALSO

2 COTTAGE PIANOS, 2 PIANOLAS, 2

GRAMOPHONES and RECORDS;

AND

One HAMMOND'S and One BARLOCK

TYPEWRITERS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st November, 1907. [967]

"AL FRESCO FETE"

in aid of the Funds of the

SOCIETY OF ST. VINCENT DE PAUL

to be held in the

COMPOUND OF THE ROMAN CATHOLIC

CATHEDRAL,

ON

SUNDAY,

10th November, 1907, from 9 P.M. to 11 P.M.

Admission Ticket.....5s

WHICH is entitled to a Souvenir on its

presentation at the Souvenir Pavilion

on the evening of the Fête only.

Tickets can be obtained from To-day at

Messrs. Gray & Co., Hongkong Hotel Stall,

and at the R. C. Cathedral Compound on

SUNDAY, the 10th inst., from 9 A.M. to 7 P.M.

and at the gate on the night of the Fête.

Tickets issued for the 3rd will hold good for

the 10th inst.

Hongkong, 1st November, 1907. [964]

THE WEATHER.

The following report is from Mr. F. G. Figg,

Director of the Hongkong Observatory:—

On the 1st 11.55 A.—The barometer has risen

moderately to considerably over the China

coast and Japan respectively.

An area of high pressure lies over the Yellow

Sea, and the lowest pressure is over the Pacific

to the N.E. of Japan. Gradients are moderate

to slight.

Fresh monsoon may be expected in the

Formosa Channel and the N. part of the China

Sea.

Hongkong Rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. E.

winds, moderate; fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong

and Lamook, same as No. 1.

4.—South coast of China between Hongkong

and Hainan, same as No. 2.

MR. CHU POU-CH'AO, President of the Shansi

Paochin Co., who was sent for the other day

by the Waiwupu, to assist in the approaching

conference with representatives of the Peking

Syndicate, arrived in Peking from Taiyuen on

the 24

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	210 1/2
Do. demand	210 7/16
Do. 4 months sight	210 1/2
France—Bank T.T.	255 1/2
Do. demand	255 1/2
Germany—Bank T.T.	208 1/2
Do. demand	208 1/2
India T.T.	151 1/2
Do. demand	151 1/2
Shanghai—Bank T.T.	134 1/2
Do. demand	134 1/2
Japan—Bank T.T.	99 1/2
Do. demand	99 1/2

Buying.	
4 months sight L/C	210 1/2
6 months sight L/C	210 1/2
30 days sight San Francisco & New York	210 1/2
4 months sight Sydney and Melbourne	210 1/2
4 months sight France	255 1/2
6 months sight	255 1/2
4 months sight Germany	208 1/2
6 months sight	208 1/2
Bar Silver	27 9/16
Bank of England rate	9 1/2
Bank of France	31 1/2
Sovereign	97 3/4

Shipping.

Arrivals.	
Hupei, Br. s.s., 1,205 H. Mathias, 1st Oct.—Haiphong 29th Oct., and Hoihow 31st Oct.—B. & S.	
Eastern, Br. s.s., 1,372 W. G. McArthur, 1st Nov.—Sydney 9th Oct., Brisbane 12th Oct., Townsville 13th Oct., Port Darwin 21st Oct., and Manila 30th Oct.—G. & L. Co.	
Cheong Shing, Br. s.s., 1,356 P. M. Baker, 1st Nov.—Tientsin via Ports 25th Oct. Gen.—J. M. & Co.	
Pakhoi, Br. s.s., 1,051 French, 1st Nov.—Swatow 31st Oct. Gen.—B. & S.	
Hangsang, Br. s.s., 1,356 S. Wilde, 1st Nov.—Canton 31st Oct. Gen.—J. M. & Co.	
Taihan, Ch. s.s., 1,216 R. Stephens, 1st Nov.—Canton 31st Oct. Gen.—C. M. S. N. Co.	
Ovid, Br. s.s., 2,686 L. Cubitt, 1st Nov.—New York 1st Sept. Gen.—Order.	
Wilmington, Am. gunboat, W. R. Rush, 1st Nov.—Swatow 31st Oct.	
Standard, Nor. s.s., 894 H. N. Bull, 1st Nov.—Chien 26th Oct., Brains and Groundnuts—Wallem & Co.	
Anglin, Ger. s.s., 1,001 Chr. Kumpel, 1st Nov.—Swatow 31st Oct., Rice and Wood.—B. & S.	
Oanfa, Br. s.s., 1,809 W. C. Lycett, 1st Nov.—Manila 30th Oct. Gen.—B. & S.	
Kent, Br. cruiser, 9,700 de Horsey, 1st Nov.—from Mrs. Bay.	

Clearances at the Harbour.

Ovid, for Amoy.	
Korea, for Shanghai.	
Hongkong, for Haiphong.	
Idem, for Saigon.	
Pakhoi, for Canton.	
Cheong Shing, for Canton.	
Yantai, for Manila.	
Delhi, for Singapore.	
Palermo, for Shanghai.	
Hongkong, for Amoy.	

Passengers arrived.

Per Hupei, from Haiphong—Mr. C. Shullerbach.	
Per Cheong Shing, from Tientsin, &c.—Mr. E. Newman, and 6 Chinese.	
Per Eastern, from Australian Ports for Hongkong—Mrs. Grove, 2 children and maid; Capt. and Mrs. W. H. Roberts, Messrs. Yee Hing, Gee Bann, Foo Young and Fred. Cheong. For Shanghai—Rev. and Mrs. Goodchild and 2 children, Mr. and Mrs. Rogers, Miss Liddell, and Mrs. Craig. For Yokohama—Mr. and Mrs. A. L. Davies, Mrs. R. L. Davies, and Miss C. Chubb.	
Per Delhi, from Shanghai for Hongkong—Messrs. G. A. Morse, P. C. Cato, C. Parry, Tjivengh, Gossau and Bessard. For London—Miss Gribbech, Mr. and Mrs. J. Murray, infant and children, Master Jackson, Misses M. E. Water, C. Turner, Mr. R. Agnew, Mrs. Harde, and Miss Burn. For London via Marseilles—Mr. C. S. Clark. For Marseilles—Messrs. A. W. Branson, A. R. Thompson, R. P. Miller and G. Ballou. For Bombay—Mr. R. P. Lalceca and native servant. From Yokohama—Mr. and Mrs. R. Sadler, and Miss McVean. For Brindisi—Miss N. Barker. For New York—Mrs. J. Boume. For Singapore—Miss Hayden, and Mr. M. J. Capuz. For Calcutta—to Native Seamen.	

Passengers departed.

Per Kumano Maru, for Japan—General Perhing, U.S.A., Lieut. C. S. Price, Mr. F. M. Dickinson, Mrs. Stanley Harris, Mr. and Mrs. Cecil Hardam and child, Capt. Pain, Mrs. A. G. Stewart, Mr. James Steel, Mr. and Mrs. F. Stuart, Messrs. James Guiney, William Palmer, Mr. and Mrs. Yoshiwara and child; Messrs. T. Bedford, Kawachi, A. Randall, Mr. and Mrs. Amytage, and Mr. Iwahara.	
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Shipping Reports.

Str. Ovid, from New York—Fine weather Singapore to port.	
Str. P. Mo, from Swatow—Fresh N.E. breeze and clear weather.	
Str. Anchin, from Swatow—Fair weather, moderate N.E. monsoon.	
Str. Cheong Shing, from Tientsin via Ports—Strong monsoon, high sea and thick, squally weather.	
Str. Eastern, from Australia via Manila—Left Sydney Oct. 9th, Brisbane 12th, Townsville 13th, Cairns 16th, Port Darwin 21st, arrived Manila 29th, left 30th at 6 a.m. had fine weather with light N.W. wind and long rolling swell across China sea.	

VESSELS IN PORT.

Acara, Br. s.s., 3,174 Wm. Hume, 18th Oct.—New York 27th Aug., Casco Oct.—S. O. Co.	
America Maru, Jap. s.s., 3,460 Philip H. Golig, 3rd Oct.—San Francisco 2nd Oct. and Shanghai 27th, Mail and Gen.—T. & N. Co.	

Arratoon Apcar, Br. s.s., 2,931 A. Stewart, 29th Oct.—Mojl 24th Oct. Gen.—D. S. & Co., Ltd.	
Bourbon, Fr. s.s., 696 Le Bail, 19th Oct.—Saigon 15th Oct. Gen.—Man Fat & Co.	
Chingtu, Br. s.s., 1,459 W. B. Brown, 29th Oct.—Yokohama and Kobe 23rd Oct. Gen.—B. & S.	
Delhi, Br. s.s., 4,783 J. D. Andrews, R.M.S., 31st Oct.—Shanghai 9th Oct., Mail and Gen.—B. & S. Co.	
Derwent, Br. s.s., 1,362 I. Jenkins, 29th Oct.—Saigon 24th Oct., Rice and Gen.—Man Fat & Co.	
Drufar, Nor. s.s., 1,102 J. Bing, 30th Oct.—Bangkok and Swatow 24th Oct. Gen.—N. Y. K.	
Ellen Rice, Ger. s.s., 2,503 H. Paper, 29th Oct.—Mojl 23rd Oct. Coal.—B. & S. Co.	

Empress of Japan, Br. s.s., 3,039 Henry Kybur, R.M.S., 20th Oct.—Vancouver 1st Oct. and Shanghai 18th, Mail and Gen.—C. P. R. Co.	
Frithof, Nor. s.s., 891 O. Andersen, 31st Oct.—Swatow 31st Oct. Gen.—O. S. K.	
Halchimg, Br. s.s., 1,267 A. E. Hodgins, 30th Oct.—Fochow 27th Oct., Amoy 25th, and Swatow 29th, Gen.—D. L. & Co.	
Heliopolis, Br. s.s., 2,997 J. W. Martin, 25th Oct.—Chiewantao 19th Oct., Ballast—G. & L. Co.	

Joshin Maru, Jap. s.s., 7,321 H. S. Smith, 30th Oct.—Tamsui 27th Oct. Gen.—O. S. K.	
Kanagawa Maru, Jap. s.s., 3,815 N. Ohno, 30th Oct.—London 21st Sept. Gen.—N. Y. K.	

Lightning, Br. s.s., 2,122 E. Fey, 29th Oct.—Calcutta 17th Oct. via Penang and Singapore 23rd Oct. Gen.—D. S. & Co., Ltd.	
Mausang, Br. s.s., 1,644 R. Houghton, 29th Oct.—Sandakan 24th Oct., Timber and Gen.—M. & Co.	
Merced, Br. s.s., 3,001 J. S. McGregor, 21st Sept.—Weihaiwei 6th Sept., Ballast—Admiralty.	
Monteale, Br. s.s., 3,953 S. Robinson, R.M.S., 18th Oct.—Vancouver 20th Sept., and Haiphong 15th Oct., Flour, Salmon, Milk and Gen.—C. P. R. Co.	

Morlake, Br. s.s., 1,737 F. W. Fatten, 19th Oct.—Fremantle (West Australia) 2nd Oct., Sundal Wood—R. S. & Co.	
Oriel, Br. s.s., 2,207 G. Maddrell, 24th Oct.—Rangoon 14th Oct. Coal.—B. & S. Co.	
Palermo, Br. s.s., 7,971 E. G. Andrews, 31st Oct.—Amoy and London 22nd Sept. Gen.—P. & O. S. N. Co.	
Pisanulok, Ger. s.s., 1,250 D. Reimers, 28th Oct.—Bangkok 21st Oct., Rice and Wood.—B. & S.	

Sexta, Ger. s.s., 992 J. Dealer, 29th Oct.—Saigon 9th Oct., Rice—B. & S. Co.	
Sin ang, Br. s.s., 1,047 F. Jamieson, 27th Oct.—Haiphong and Tientsin 24th Oct., Rice, Gen. and Live Stock.—B. & S.	
Vancouver, Br. s.s., 1,954 McDougall, 24th Oct.—Newcastle 5th Oct., Coal.—A. K. & Co.	
Zafiro, Br. s.s., 1,629 A. Fraser, 24th Oct.—Manila 15th Oct., Hemp and Tobacco.—S. T. & Co.	

SAILING VESSELS.

Eclipse, Br. 4-masted bark, 2,968 L. D. Vance, 20th Sept.—Canton 19th Sept., Ballast—S. T. Co.	
Lyndhurst, Br. 4-masted ship, 650 J. Parnell, 26th July.—Kobe: at June, Ballast—S. O. Co.	

CHINA COAST METEOROLOGICAL REGISTER.

CHINA COAST METEOROLOGICAL REPORT									
October 31st 1907, A.M.									
Bar. Th. Hu. Wind Wave									
Shanghai	6 a.m.	29.73	—	—	N	4	—	—	—
Yokohama	6 a.m.	29.85	—	—	N	4	—	—	—
Kobe	6 a.m.	29.91	—	—	NW	2	—	—	—
Kiuchi	6 a.m.	29.05	—	—	SW	4	—	—	—
Nagasaki	6 a.m.	29.99	—	—	SE	4	—	—	—
Kanagawa	6 a.m.	29.6	—	—	N	4	—	—	—
Osaka	6 a.m.	29.93	—	—	N	5	—	—	—
Naha	6 a.m.	29.73	—	—	N	2	—	—	—
Shimonoseki	6 a.m.	29.86	—	—	SW	6	—	—	—
Beijin	6 a.m.	29.26	—	—	—	—	—	—	—
Chefoo	6 a.m.	—	61	83	SW	2	—	—	—
Wuchow	6 a.m.	30.17	67	—	W	2	—	b	b
Shanghai	6 a.m.	—	—	—	—	—	—	—	—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION & PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,67	\$1.15 for 1 year ending 30.6.07 @ ex 3/3/16 \$16.04	58 %	\$565 sa. and s. \$600 sales and s. new issue London 2/5
National Bank of China, Limited	1,000,000	12	12	\$12,215	\$71.23	\$2 (London 3/6 @ 1907)	8 %	\$51
MARINE INSURANCES.								
Canton Insurance Co., Limited	1,000	250	150	\$19,058	none	\$20 (London 3/6 @ 1907)	8 %	\$250
North China Insurance Co., Limited	1,000	115	115	\$11,000	\$244.4	Final of 7/16 per share making in all 15/1 for 1906—Tls. 2.65	6 %	Tls. 734 buyers
Union Insurance Society of Canton, Limited	2,400	250	100	\$13,000	1,460.40	Final of 3/12 making \$22 for 1906 add interim of 1/3 1906	51 %	\$780
Yangtze Insurance Association, Limited	1,000	100	100	\$19,113	391.520	1/1 year ending 31.12. 5	71 %	\$165 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	1,000	100	100	\$10,000	62.980	and bonus \$2 for 1905	91 %	\$87 sales
Hongkong Fire Insurance Company, Limited	1,000	250	100	\$12,564.83	435.230	\$40 for 1905	131 %	\$35 sales
SHIPPING.								
China and Manila Steamship Company, Limited	1,000	25	125	\$7,000	5365	\$11.12. 6	61 %	\$15 buyers
Douglas Steamship Company, Limited	1,000	150	100	\$10,000	Nil	\$4 for 1906 ending 30.6.07	101 %	\$37
Hongkong, Canton & Macao Steamboat Co., Ltd.	1,000	115	115	\$10,000	27.101	\$1 for 1st half year ending 30.6.07	61 %	\$297 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	1,000	15	15	\$10,000	43.694	5/10 for 1906 @ ex 2/24 = \$5.4 per share	31 %	\$241 sales \$209 sales
Shanghai Tug and Lighter Company, Limited	1,000	15	15	\$10,000	13.327	Interim of Tls. 1/2 for account 1907	12 %	Tls. 45 sales
"Shell" Transport and Trading Company, Limited	1,000	11	11	\$10,000	172.370	Interim of 1/1 (Coupon No. 8 for a/c 1907)	41 %	Tls. 50 sales 43/1 sales
"Star" Ferry Company, Limited	1,000	110	110	\$10,000	137	\$5.00 for year ending 30.4.1907	41 %	\$21 buyers \$104 sa. and b.
Taku Tug and Lighter Company, Limited	1,000	15	15	\$10,000	18.730	Final of Tls. 2 making Tls. 6 for 1906	121 %	Tls. 48 buyers
SUGAR.								
China Sugar Refining Company, Limited	1,000	100	100	\$10,000	9.218	\$8 for year ending 31.12.06	71 %	1104
Latou Sugar Refining Company, Limited	1,000	100	100	\$10,000	1.8,935	Tls. 1/8 (8 %) for year ending 31.8.06	41 %	\$21 Tls. 83 sales
Perak Sugar Cultivation Company, Limited	1,000	15	15	\$10,000	1.8,935	Tls. 1/8 (8 %) for year ending 31.8.06	41 %	\$21 Tls. 83 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000	11	11	\$10,000	12.546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 154 sales
Paoh Australia Gold Mining Company, Limited	1,000	11	11	\$10,000	11.358	1/12 of 1/1 = 48 cents	...	19 buyers
DOCKS, SHEDS & GODOWNS.								
Fenwick (Gen.) & Co., Limited	1,000	125	125	\$10,000	110.335	\$1.75 for year ending 31.12.06	11 %	116
Hongkong & Kowloon Wharf and Godown Co., Ltd.	1,000	100	100	\$10,000	13.047	Interim of 1/2 for six months ending June 30th 1907	6 %	167
Long On and Whampoa Dock Company, Ltd.	1,000	150	150	\$10,000	491.580	\$4 for 1st half year ending June 30th, 1907	71 %	\$102
Shanghai Dock and Engineering Co., Ltd.	1,000	100	100	\$10,000	10.459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 74
Shanghai and Hongkew Wharf Company, Limited	1,000	100	100	\$10,000	11.23.117	Interim of Tls. 8 for account 1907	81 %	Tls. 201 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	1,000	100	100	\$10,000	11.3388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	1,000	125	125	\$10,000	10.908	\$24 for year ending 30.6.07	10 %	\$22 sales
Central Stores, Limited	1,000	115	115	\$10,000	15.178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	1,000	150	150	\$10,000	110.925	\$4 for 1st half year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	1,000	100	100	\$10,000	156.218	Interim of 3/31 for half year ending 30.6.07	71 %	196
Humphreys, Estate & Finance Company, Limited	1,000	110	110	\$10,000	111.567	80 cents for 1906	171 %	\$104
Kowloon Land and Building Company, Limited	1,000	150	150	\$10,000	11.089	\$24 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	1,000	100	100	\$10,000	11.69.978	Interim of Tls. 3 for account 1907	71 %	Tls. 101 buyers
West Point Building Company, Limited	1,000	150	150	\$10,000	11.519	Interim of \$2 for half year ending June 30th	81 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	1,000	115	115	\$10,000	11.64.986	Tls. 10 for year ending 31.10.1906	18 %	Tls. 55 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	1,000	110	110	\$10,000	11.119	50 cents for year ending 31.2.07	41 %	\$104
International Cotton Manufacturing Company, Ltd.	1,000	115	115	\$10,000	11.36.711	Tls. 6 for year ending 30.9.06 (8 %)	111 %	Tls. 53
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	1,000	115	115	\$10,000	11.31.469	Tls. 8 for 1906	81 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	1,000	115	115	\$10,000	11.56.663	Tls. 50 for 1906	171 %	Tls. 280 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	1,000	12/6	12/6	\$10,000	2.698	1/3 per share for 1906	9 %	161
Campbell, Moore & Co., Limited	1,000	110	110	\$10,000	2.698	\$3 for 1905	...	\$20 sales
China Flour Mill Co., Limited	1,000	110	110	\$10,000	11.189	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 50 buyers
China Light and Power Company, Limited	1,000	110	110	\$10,000	125.000	60 cents for year ending 30.6.06	...	16 buyers
China Provident Loan & Mortgage Company, Ltd.	1,000	110	110	\$10,000	11.189	80 cents for 1906	81 %	\$91 sales
Dairy Farm Company, Limited	1,000	110	110	\$10,000	12.974	\$5.30 for year ending 31.7.07	8 %	\$161 sales
Green Island Cement Company, Limited	1,000	110	110	\$10,000	110.804	Interim of 50 cents per share for a/c 1907	81 %	\$114 buyers
Hall & Hollis, Limited	1,000	110	110	\$10,000	115.002	\$24 for year ending 28.2.07	111 %	\$201 buyers
Hongkong Electric Company, Limited	1,000	110	110	\$10,000	12.953	11 per share for year ending 28.2.07	61 %	\$141 sales
Hongkong Ice Company, Limited	1,000	110	110	\$10,000	14.312	Interim of \$4 for 1 year ending June 30th 07	81 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	1,000	110	110	\$10,000	11.10.374	Interim of 1/3 for a/c 1907 (old)	...	Tls. 315 buyers
Matsushita Electric Industrial Co., Ltd.	1,000	110	110	\$10,000	11.10.374	Interim of 1/3 for a/c 1907 (new)	...	\$12
Peak Tramways Company, Limited	1,000	110	110	\$10,000	11.10.374	40 cents for year ending 31.5.7	61 %	\$14
Peak Tramways Company (new)	1,000	110	110	\$10,000	11.10.374	Tls. 6 for year ending 30.4.07	...	Tls. 97
Philippine Company, Limited	1,000	110	110	\$10,000	11.10.374	Final year	...	\$124
Shanghai Gas Company, Limited	1,000	110	110	\$10,000	11.10.374	80 cents on 9,900 ord. shares and 114.8 on 100 Founders shares 10/11/07	8 %	\$10
Shanghai Horse Bazaar Co., Ltd.	1,000	110	110	\$10,000	11.10.374	Final of 40 cents per share making 80 cents for year ending 31.12.07	71 %	\$11
Shanghai Pulp and Paper Company, Limited	1,000	110	110	\$10,000	11.10.374	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907	...	\$52 sales
Shanghai-Sumatra Tobacco Company, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
Shanghai Waterworks Company, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
South China Morning Post, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
Steam Laundry Company, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
Tientsin Waterworks Company, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
Union Waterboat Company, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
United Asbestos Oriental Agency, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
Watson, (A. S.) & Co., Limited	1,000	110	110	\$10,000	11.10.374	...	...	...
William Powell, Limited	1,000	110	110	\$10,000	11.10.374	...	...	...

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS," Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 12th November, at 1 P.M.

This steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TONKIN" 16th Nov.

S.S. "POLYNESIE" 16th Dec.

S.S. "TOURANE" 14th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th October, 1907. [10]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Capt. E. Fe. will be despatched for the above ports on TUESDAY, the 5th prox. at 3 P.M.

For Freight and Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 29th October, 1907. [10]

Intimations.

ACHEE & CO.

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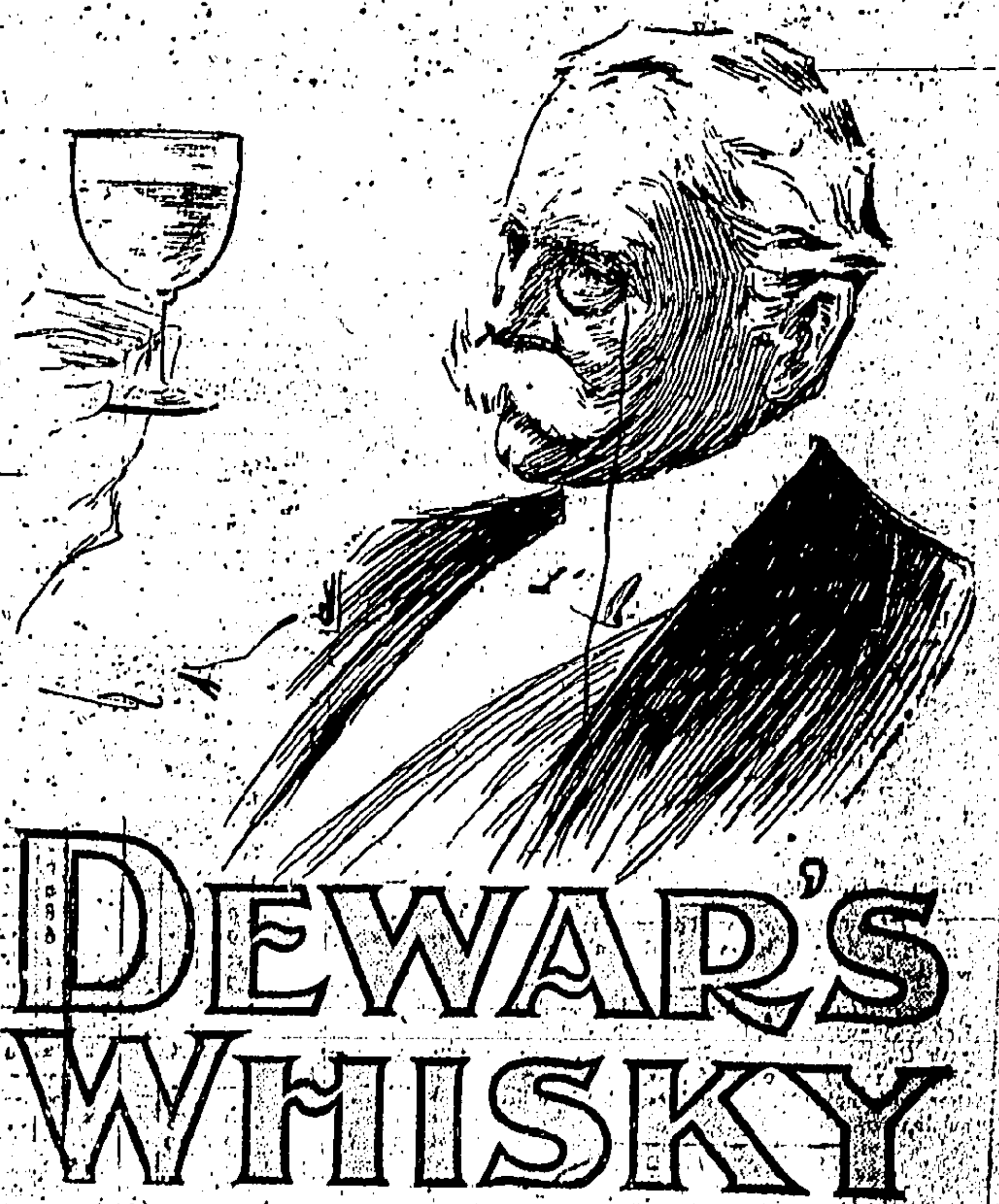
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Hongkong, 16th May, 1906.



DEWAR'S WHISKY

Sole Agents. BUMANN & BERBLINGER.

15, 16 & 17, Cross Street, Singapore.

[40]

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5005

號六十二月九年三十三緒光

FRIDAY, NOVEMBER 1, 1907.

五拜禮

號一月一十英港香

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Wuchow Notes.
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Chrysanthemum Show.
Tientsin P. Office.
The Royal Sanitary Institute.
Native Affairs.
The Future of Hainan.
The Soochow-Ning Railway.
Cigarettes in South China.
Rash Gold-Mine.
Is China Producing her own Steel?
Opium in Indo-China.
Railway Enterprise.
Settlement Inconveniences.
Provincial Assemblies.
Railways in China.
The Growth of Shanghai.
The Upper Yangtze.
Adventure in Western China.
The Billiard Champion.
China's Public Service.
The Deanka Collision.
Claim for Professional Services.
The British Press in Korea.
The Japanese Financial Outlook.
Emigration to Honolulu.
U.S. Gunboat Blasted.
Opium in the Philippines.
Singapore Speculators Surprised.
Commercial:—
Yarn Market.
Exchange.
Local and General.

BIRTHS.

On October 10, 1907, at Pakhoi, to Mr. and Mrs. PAUL BARENTZEN, a daughter.
On October 21, 1907, to Mr. and Mrs. R. P. SILBY, at Shanghai, a daughter.
On October 21, 1907, at Shanghai, the wife of T. J. ROCHER, of a daughter.
On October 25, 1907, at Shanghai, to Mr. and Mrs. A. ROSENBERG, a son.
On October 25, 1907, at Shanghai, to Mr. and Mrs. ALBERT TAYLOR, a daughter.

MARRIAGES.

On October 17, 1907, at Shanghai, ALFRED, son of Mrs. S. L. Hunt, widow of the late George Hunt, of Over and Birkenhead, Cheshire, to NELLIE, daughter of Mrs. John Chatham, widow of the late John Chatham, Shanghai.
On October 19, 1907, at H.B.M. Consulate-General, Shanghai, before Sir Pelham Warren, K.C.M.G., FREDERICK D. BARRETT to OLIVE H. JONES.
On October 26, 1907, at Shanghai, RONALD, only son of W. S. Macdonald, Holly Bank, Bromborough, Cheshire, to EVELYN LUCY, second daughter of the late G. L. Skinner, Shanghai.

DEATH.

On October 19, 1907, at Shanghai, CECIL ERNEST GRAY, infant son of H. A. Gray.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, NOVEMBER 1, 1907.

THE OPIUM QUESTION IN SHANGHAI.

(28th October.)

An exceptionally interesting correspondence has passed between the Consul-General for Belgium at Shanghai, Mr. P. Siffert, who is also the *deputy* of the consular body at that port, and the Municipal Council of the British Settlement, on the question of the adoption of measures to suppress the opium habit. As the subject is of equal interest to Hongkong it may not be inappropriate to quote certain portions of the letters, and what is being done to cope with the evil in the North. Referring to the action of the Chinese Government, the Senior Consul wrote to the Council: "From the correspondence received from the Taotai, which you have already in your possession, and looking at the measures taken by the Chinese authorities, it appears clearly that the latter are under the impression that the measures already taken are an endeavour to grapple seriously with the question, and this opinion is shared by a good many foreigners. As for the prohibition of the importation of opium in China, this question can only be dealt with by the government concerned."

The Consular Body do not want for the moment to discuss these points further, but they should be pleased if you would furnish them with some particulars in respect to the measures that the Council proposes to take in the case of the native authorities giving some more proofs of their good will and sincere intention to suppress the opium habit." On the 18th of last month the chairman of the Municipal Council reported in the course of an interesting note: "With reference to your letter of July 24, and in reply to that of October 16 I have the honour to state that, so far as the Council is concerned, the local aspect of the opium question presents the following features:—Under provision of the Land Regulations, and under direction given annually at the general meeting of ratepayers, the Council licenses houses and shops for the consumption and sale of the drug according to an approved scale. It is thus desirable to await the full discussion and ventilation of the subject in March next before settlement of any definite policy in regard to a future course of action. For the present the Council has gone so far as to direct that the issue of fresh licences shall cease, and in fact no new premises have been licensed during the past three months. It appears to the Council the next ten years the issue of licences shall gradually be so restricted as to bring their complete cessation synchronously with the operation of the Regulation for the suppression of opium, which received Imperial sanction in November last. Sir Pelham Warren, H.B.M. Consul-General, communicated the views of the British Minister at Peking on the subject of the closing of opium resorts, to whom a lengthy epistle was sent in reply by the Council. In that reply it was stated that if the course of total suppression during a period of ten years is genuinely followed, and if a tendency is shown to bring about concurrent limitation of supply, there will be occasion to adopt the same course in respect to Municipal licences, which may then be issued with such gradually accumulating restrictions as will bring about their complete suspension at the end of the same period. For the present it has been considered advisable to refuse all applications for new licences and thereby to indicate readiness to co-operate in the suppression movement if carried to a conclusion. The following significant paragraph then appears in the official record: "Finally, and above all other considerations, I have the honour to observe that because prohibitive decrees in the past have been almost totally disregarded, because many subordinate native officers have direct interest in the cultivation of the poppy and because there is some probability that the upshot of the present agitation will be the development of an official monopoly, there is ground for supposing that the task of enforcing the new Regulations will prove beyond the power of the Central Government to accomplish. Under such circumstances precipitate action in the Foreign Settlement would appear injudicious. Here, at present the houses for smoking opium are under supervision, by the police, are maintained in conditions of sanitation, and afford resorts for smokers, the use of which tends to prevent the baneful influence of the drug from spreading to the family. From closing the houses in the cities of Shanghai and Soochow no diminution in the sale or consumption of the drug is apparent, nor is there likelihood that the result would be different. In this Settlement, so long as opium is smoked, the exercise of municipal control is alike necessary and desirable, for it may with certainty be predicted that the precipitate discontinuance of licences would bring about the surreptitious use of the drug in the lower class native lodging houses, and that the prevention of the practice would involve almost insuperable difficulty. In a leaderette on the subject our esteemed contemporary, the *Shanghai Times*, says: "We scarcely think that either the Chinese authorities or H.E. Sir John Jordan, or his Ministerial colleagues in Peking will fall in with the suggestion of the respected Chairman of our Municipal Council, that the closing of the opium-shops in Shanghai should be effected by a process so slow that it will take ten years before it attains the desired end. The proposal amounts in effect to suggesting: Let us postpone the putting away of this very pleasant and profitable little vice until China, which is just now in a giddy-goody mood, grows slightly once again; let us encourage her to return to her evil habits and then when she has once more taken to all her bad, old courses no one will think of asking us to forego the useful little revenue which we have been deriving from this amiable, if somewhat enervating and demoralising weakness, upon which our native friends are evincing a temporary disposition to turn their backs. This is evidently not the spirit in which the home Governments are approaching the consideration of this grave question, nor is it the way in which, if we interpret the references in Parliament, or those of the Diplomatic Body in Peking, to the Municipalities of Shanghai and the other foreign Settlements in China should co-operate with the Chinese authorities in their most praiseworthy solicitude to put an end to a most destructive and de-vitalising national vice. We sincerely hope and, indeed, believe, that the Ministers in Peking will peremptorily reject the Chairman of the Council's suggestion and insist on the manifestation of more compliance and spontaneity in the manner in which the Council shall respond to the reasonable request of the Chinese authorities for Municipal sympathy, in the campaign which they are conducting against the vice of opium smoking in Shanghai."

IS THE LAW UNJUST?

(31st October.)

Whatever benefits the majority of those who have studied the new Ordinance restricting the imposition of the stocks on convicted prisoners may have expected to accrue, it seems evident that the amended law as administered is calculated to do more harm than good unless its provisions are interpreted in another light. The Ordinance, good or bad, as it stands—and we fancy there is comparatively little to say in its favour—lays it down that Chinese prisoners found guilty of crimes punishable by imprisonment without the option of a fine may in addition be sentenced to four hours' exposure in the stocks. The idea is, of course, that those convicted of petty offences shall not suffer the disgrace and subsequent loss of character which the sentence of the stocks carries with it, particularly in the case of those who have made a trifling slip against the law. But those offences which in the past permitted the Magistrates to sentence prisoners to public derision also meant implied banishment at the end of the term of their incarceration. We have nothing to say against that, for that is beside the question. The point is that now it appears to be considered that all prisoners (who are Chinese subjects) sentenced to the shortest terms of simple imprisonment shall be banished on the expiration of their sentence. Now, we are told, the Magistrates are most humane officials, who are full of the bowels of compassion for those who have either unwittingly, or for simple, understandable reasons, contravened the law, with the result that in passing judgment they take into account the future of the prisoners who come before them. That is all very well in its way, and it is a characteristic which is worthy of the occupants of the magisterial bench. But, as it works out, it means that many who are not necessarily habitual offenders, or whose delinquencies are not worthy of banishment, cannot receive that punishment which fits their offences, unless the judge goes against the grain of his own opinion. For example, a matter of a fortnight's sojourn in goal might have the effect of reforming the petty offender, but in that case, we understand, the accused is practically certain to be banished; and there are many conceivable conditions which would render such a penalty altogether excessive. We may take it for granted that the average prisoner who is compulsorily retired from society for a period of one or two weeks is not quite a hardened criminal, is not burdened with a record of previous convictions, and may not prove absolutely inimical to the Colony's best interests. It is unnecessary to cite instances which prove our argument, for they are common to everyday experience. And the Magistrates, having at times no option but to sentence a prisoner to imprisonment—and banishment—seem inclined to take the more lenient course of dismissing the small offender with a caution. That means to say that many who are actually deserving of a certain degree of punishment are practically pardoned, because if they have to suffer the full measure of their offence they will have to be expelled from the Colony. Those who expressed themselves in favour of the amendment to the Stocks Ordinance, and that includes a notable majority of the intelligent and thinking portion of the community, never suggested that crime should go unrewarded. The idea was that those of the native community who had infringed the minor laws of the Colony, but still retained the personal regard of their friends, should not be exposed to the ribald ridicule of loafers, who are infinitely less valuable to the Colony but have managed to evade the meshes of the Magistracy. If that amendment to the Stocks Ordinance is to mean the enforcement of the order of banishment against all who enter the portals of the goal even for twenty-four hours—and we are credibly informed that is what it is coming to—then the new order of things will be much worse than the old. For the Magistrates, being disposed to clemency and finding themselves without weapons to enable even-handed justice to be meted out, will frequently allow convicted prisoners to go unpunished rather than call in the harsh decree of banishment. The law may be an ass, but it is not necessarily vindictive nor consciously unjust. We do not believe that many will envy the Magistrates in their present position, for they must be swayed in every case, which is followed by a conviction, by the difficult question whether a prisoner who has done nothing seriously wrong should be rendered liable to banishment or should be let off with a caution. We certainly do not want to see known scamps allowed to roam at large over the Colony through a mistaken idea of mercy, but, again, it would be improper and absurd to expel those whose offence is trivial to the point of foolishness. From what we can gather the latter is the interpretation given at the Magistracy at the present time as the result of the altered conditions. Where a convicted person was formerly sentenced to a day's or a week's imprisonment and came out to rehabilitate himself in the Colony, it now means that because that person has been behind the prison bars for a single day under a sentence of simple imprisonment, he will be banished.

It is a matter of course, such an interpretation of the law is ridiculous and harmful to the Colony, and if things are as we have been led to state they should be remedied without delay.

Telegrams

"HONGKONG TELEGRAPH" SERVICE.

THE KWANG VICEROY.
ALTY.

H.E. SHUM CHUN TSEN.
PROPOSED RE-APPOINTMENT.

[From Our Own Correspondent.]

Canton, 28th October.

The Central Government proposes to re-appoint H.E. Shum Chun Tsen as substantive Viceroy of the Two Kwang Provinces. It is proposed to transfer H.E. Chang Jen-chun, the present Viceroy, to Shensi, and Kansu as Viceroy in the event of Shum's re-appointment.

ARMS SMUGGLING INTO CHINA.

HONGKONG'S CO-OPERATION.

REGULATIONS APPROVED.

[From a Correspondent.]

Canton, 28th October.

A draft of five regulations submitted by the Governor of Hongkong, for the prevention of the smuggling of arms into China, has been approved by the Home Government.

The Chinese Charge d'Affaires at the Court of St. James was requested by the Waiwupu to negotiate with the British Government for the suppression of the smuggling of firearms into Chinese territory. Thereupon the British Government wired to the Governor of Hongkong to draw up a series of regulations to that effect.

H.E. Viceroy Chang is in receipt of a telegram from the Waiwupu stating that Mr. Chan, the Chinese Charge d'Affaires, was informed by the British Government that these regulations have been approved of and will be put into force forthwith.

A copy of the regulations was yesterday forwarded to the Police Department of Canton.

THE CHEKIANG RAILWAY.

LOAN TO BE RAISED.

[From a Correspondent.]

Canton, 26th October.

The Grand Council has been commanded by the Empress Dowager to telegraph to Chekiang that the proposal for raising a Foreign loan has been sanctioned.

The Waiwupu has also been directed to sign the Agreement with the British representatives as soon as its terms have been finally negotiated. Shares subscribed for by the people and gentry of Chekiang will be allotted by the Railway Company, the president and vice-president of which will be duly appointed, subject to Her Majesty's approval.

THE SOUTHERN COMMISSIONER.

DEPARTURE OF H.E. YANG SHI-KI.

[From a Correspondent.]

Canton, 26th October.

It is reported from Peking that H.E. Yang Shi-ki starts to-day for the South with the cruisers *Kai Ki* and *Kai Yung*.

These cruisers will escort the Commissioner as far as Colombo, at which port H.E. will embark on board the German mail for Europe and America.

THE CHEKIANG RAILWAY.

FOREIGN LOAN.

PEOPLE'S OPPOSITION.

[From a Correspondent.]

Canton, 28th October.

The people of Kiangsu are keeping up their opposition to the Foreign loan.

A petition has been forwarded to Peking in which it is stated that, if Foreign loans are to be raised for the construction of railways within the province, the merchants should be

allowed to negotiate their own loans irrespective of the Waiwupu. A condition of the loan should be the re-payment thereof by yearly instalments.

OPIUM CULTIVATION IN CHINA.

COMMISSION OF INVESTIGATION.

PROPOSED REDUCTION IN EXCISE DUTY.

[From a Correspondent.]

Canton, 29th October.

A Peking telegram was received here to-day reporting the despatch by the Imperial Government of eight special commissioners to various provinces to investigate the question of the cultivation of native poppy in China.

The object of the Commission is to facilitate the preparation of arrangements for reducing the excise duty by provincial Governments and also to reduce the area under poppy cultivation within the empire.

SMUGGLERS DESPERATE.

NINETEEN GUNBOATS CAPTURED.

FLEET OF FIFTY TO FORM PUNITIVE EXPEDITION.

[From Our Own Correspondent.]

Shanghai, 29th October.

11.55 a.m.

The salt smugglers at Quinsan have defeated and captured nineteen of the Imperial gunboats.

A fleet of fifty vessels is being mobilised to proceed on a punitive expedition against the smugglers.

NAVAL MUTINY AT VLADIVOSTOK.

SAILORS ATTACK THE ADMIRALTY.

ALTY.

TROOPS OFFER RESISTANCE AND CAPTURE ONE TORPEDO BOAT.

[From Our Own Correspondent.]

Shanghai, 31st October.

11.45 a.m.

A serious naval mutiny is reported to have broken out at Vladivostok. The Russian sailors made a desperate attack on the Admiralty from two of the torpedo boats in the harbour.

THE YUMCHOW UNREST.

DEPARTURE OF COMMANDER-IN-CHIEF.

[From Our Own Correspondent.]

Canton, 1st November.

Admiral Chung Ping-chuk left this morning on board a Chinese gunboat for Yumchow to assume chief command of the Imperial forces against the insurgents.

TYPHOON WARNING.

The following telegram was received by the American Consul-General from the Manila Observatory at 11 a.m. last Saturday:—October 26th, 1907, at 9.50 a.m., typhoon, E.N.E. Manila, not far Eastern coast Luzon.

OPIUM IN THE PHILIPPINES.

PROTEST AGAINST RESTRICTION.

Petitions were presented to the Governor-General this morning, reports the *Manila Times* of 28th ult., signed by the wholesale and retail opium dealers of Manila begging that the opium law be amended and that fewer restrictions be included in it. Before the day was well started the Ayuntamiento was crowded by the Chinese waiting to hear from their lips.

The law provides that all opium be turned in to the Collector of Internal Revenue, to be dispensed to the various dispensaries throughout the city and to be consumed at such places. This the Chinese claim is unjust.

The Governor-General would in no way urge a modification of the law but referred the matter to the Collector of Internal Revenue who will continue to enforce the law as he interprets it.

LAM TUNG, a ricksha coolie, residing in a coolie house at 14, Sai On Lane, was called upon to answer charges of theft and disorderly behaviour at the Police Court, yesterday morning. It was alleged that he had stolen a ricksha, which he removed from the wheel of a private vehicle belonging to a woman named Chan Sze, of 427, Des Voeux Road West, and when caught attempted to demolish the vehicle. He denied the accusations, and the case was remanded.

CHINESE OPIUM MONOPOLY.

PROPOSAL DISCUSSED.

REPRESENTATIONS TO THE VICEROY OF CANTON.

[From a Correspondent.]

Canton, 28th October.

The question of establishing an opium monopoly has been frequently discussed by the Central Government, and Viceroy and Governors of every province have been asked to forward their opinions thereon. But the magnitude of the scheme is too great to risk a hurried decision.

Recently a representation was forwarded to H.E. Viceroy Chang by Mr. Chan Yau-ki, an experienced magistrate of Fokien, to the following effect:—

All opium imported by foreign firms should be bought up by the Chinese Government and distributed to the various provinces according to the quantity consumed by each based on the previous year's estimate. Bureaux should be established with the exclusive privilege of selling the drug and the price to be charged should be uniform. The regulations governing the opium farms in various places in the Straits Settlements furnish excellent material to copy from in formulating regulations for the Government monopoly. One last of prepared opium should be sold at the price of about three dollars. In this way, the gross income of all the provinces put together after deducting the purchase-money for the drug, will be about \$550,000,000 in one year. Reckoning the net profit at about half of the above sum, it will be some \$275,000,000 which will be available, by Imperial rescript, for expenditure for the advancement of the necessary reform measures of the Empire. The memorialist suggested that the Viceroy and Governors should jointly request the Waiwupu to obtain promises from the Foreign Ministers to decrease the importation every year, and the growing of native poppy in China will likewise be strictly prohibited. He asked His Excellency to telegraph to all the Viceroys and Governors to that end.

MURDER ON THE PENINSULA.

YOUNG CHINESE WOMAN CHOPPED TO DEATH.

FOUR SUSPECTS ARRESTED.

26th ult.

Im Tong, a young Chinese woman, residing at To-kwa-wan, met her death on the night of the 4th instant, under circumstances pointing to murder. Her alleged assailants—four in number—are locked up in the Victoria Gaol. From the meagre particulars to hand it is learnt that jealousy was the motive for the alleged crime. Im Tong, who was about twenty-three years of age, was a widow, her husband having died some months ago from small pox. It is stated, since her husband's death, the story goes, Im Tong had not walked the straight path, and her conduct with a certain individual—coupled with her refusal to become the concubine of a friend of her late husband's people—brought about an estrangement between them and herself. This was as much as could be obtained concerning the motive for the alleged murder.

To-kwa-wan is a village, situated near Hung-hum, and is under charge of the Hong-hum police. There, in a small house, lived Im Tong and some of her friends. On the night of the 4th instant, while Im Tong was about to retire, she heard a familiar voice calling her from the street. Going out she was met by a man, who engaged her in conversation. A minute or two later three other men came up and joined them. Then all of a sudden they all seized the unfortunate woman with choppers and hacked her to death.

The police did not become aware of the tragedy until about a week later when an informer reported the matter to them, adding that the woman's remains had been buried. Acting on this information the detectives had the body exhumed and removed to the mortuary for examination. Then followed the necessary investigation which resulted in the arrest of four men—Yeung Yui, of 37, Ma Tau Cheung, Chu Hoi, residing in a matched near Kwong Lok City; Li Kwai, of 12, Hok On, and Li Kai, of 166, To-kwa-wan—on charges of murder.

The prisoners were arraigned at the Police Court, this morning, and the case was adjourned for further investigation to be made.

CIGARETTES IN SOUTH CHINA.

LAST YEAR'S CONSUMPTION.

In the Consular report for Canton for 1906 the following appears under the heading "cigarettes":—
The total value of cigarettes for 1905 was 1,007,000 taels and for 1906 1,300,000 taels. The trade in foreign cigarettes (Virginia type) during the year 1906, although still small, shows a perceptible increase over that of preceding years, goods of British make, the factories continuing to hold the lead and to participate in due proportion in the general improvement. This applies more particularly to the higher grade cigarettes wherein British manufacturers are well to the fore. With regard to the cheaper qualities Japanese cigarettes—a Government monopoly—are being extensively pushed in South China, and are making considerable headway, owing to the low prices at which they are placed on the market. Various local factories have been started by Chinese companies with up-to-date machinery, and produce cigarettes at very low rates but their efforts, up to the present, have met with but little success. American manufactured goods are still rebuffed by the Chinese public, as a result of the boycott agitation in 1905, and imports from the United States have entirely ceased. On the other hand, it is a matter for satisfaction that the British American Tobacco Company, which has developed the cigarette trade in these parts, has now very largely overcome the opposition to it which followed as a corollary of the boycott of American goods in the previous year. There is no demand among the natives for Egyptian and Turkish cigarettes.

It is now close on thirty years since a little band of foreign engineers set out from Tientsin to develop the Kailashan method - what is known as the Kailashan Coalfield. The development that has since been effected has surprised the Chinese Engineering and Mining Company, and the Imperial Railways of North China. The coal project has now become a big industry. The Kailashan mines were discovered by a Russian, Victor, L. Huggins, whose friends in America were the Messrs. Tung King and A. H. Huggins. The name is known to many in China, and his nephew, Tung Shieh, has become even more known. Tung Kie-ping was educated by the Dr. Brown of Amoy, (he was) in the both American and English Academy. With him was the name, Tung Kie-ping.

of great experience. Mr. J. H. Carpenter, a
 tinent, and Mr. McLeaster, an mechanical
 ineer." It will not be necessary to trace the
 these steps up to the time that the mine be-
 came a coal-mining, Logging and Mining
 company, or to follow the canal, development
 means of transport that first took place,
 then the railway. Mr. Barnett unfortu-
 nately succeeded where such had been
 failed, and most of the work has been car-
 ried out by him, by the assistance of Mr.
 Robert White, who has been a resident in
 many years in North China. When the rail-
 way made progress the two matters became
 associated, and the mine company and rail-
 way company, which were closely allied, under-
 went a change. Of the two the railway com-
 pany the present will deal with the Mining
 company. It will serve to useful purpose to
 reverse the ground by which the present
 company, the Mining company, and the
 English Registered Company, which
 owned the property. The manner and
 method of the work, the manner and

of any similarly constituted Chinese, Anglo companies, and, as may be gathered from the litigation that ensued in the High Courts of justice at (Hankow) the deal was hardly not pleased the Chinese. The latter, however, being unacquainted one from the foreigners point of view, on this point it is not to be expected that they would have chopped it is even yet not beyond the possibility of being rectified... But on this point will more later, and to proceed to give a brief sketch of what is to be seen at the mines. Through the courtesy of the Anglo and German Consuls in China, Major Nathan, R.E., of that brilliant land of brothers, who is in this way, in making his confidence felt in the world, I was enabled to see the mines and establishments of the Company. The enterprise is having a great economical effect throughout the country. There are several small towns producing this, it is by far the most important. The hours by the small train takes you to Tongshan, the main shaft of the company (artificial) operations. Here you will find

A BRITISH-CHINESE COMMUNITY

prising (the mining and technical staff of the company, which is a British one, was constituted partly by British and partly by Chinese capital. It is a happy combination. Mr. Paquer as head engineer and manager. The company provides residences for a reasonable (not palatial) nature; the town of Tongshan has grown to a moderate size, foreigners have provided themselves with a (Accorde) there is a hospital and other institutions which, in this matter as several other ways, is paid for half and half by the Mining Company and the Railway

[illegible][illegible]

it is for and then come on to Ching-wan-lao. of my visit the coal export was a

and that come out to Ching-wan-lao. of my visit the coal export was almost a ton a month. Of the independence value of the transit traffic in 1905 a Hk. Tls 5,401,454, for inward and 316,943 for outward transit, as compared with Hk. Tls 2,066,157 and Hk. Tls 73, respectively in 1905. A considerable traffic inaugurated with Newchwang during the year, which, in the matter of customers, has had a treatment as distinct from the other ports. In 1905, 6,800 bales of cotton piece goods were shipped there.

At present the ports of origin pre-
ferred to turn their backs upon the Chinese
vessels, but the harbour has not yet be-
come popular. During the winter months
of the China Navigation Company
steamer, the *Anglo*, regularly visits
Amoy, and it is now well known that
the steamers of the Chinese Navigation
Company charge the same tariff, and in
that other arrangements will shortly be
forwarded, so that all Chinese steam-
ers and passenger liners may likewise be
able to call at the port to a great ex-
tent. It is, however, not yet known
whether the Chinese steamers will be
gathered in that other vessel, or
receive the same treatment at the
own wharves, and are thus at a disadvantage
in the matter of facilities and charges.
The *Anglo*, however, is a position
of the utmost importance, and it is
as the press of the *Anglo* is
certain it is that the port is not yet
and does not seem to be so greatly
would anticipate when the only
the Gulf are frozen up. It is a pity
the amount of business arranged
receive. The company's cars, it
the cargo may be put on the
hot allowed to run on the No.

transported at the junction at Tongy
of: columns means another expense that
possible small or large damage that
liable at each handling. Where
goods are loaded directly into the
pools' wagons, but such are not al
the same scheme by which "C
always" being custom to the port
matters will bring custom to the port.

THE COOLIE TRAFFIC
to South Africa brought a certain
remuneration for the coolie. The
is the great concentration camp
coolies were collected before ship
that is now presumably again busy
ling through the repatriated men
visited the place the great range of
was like a city of the damned. The
staff had been dispersed with the
of the Medical Officer, and
and his means. He also acted as
office for the Chinese and the
European community at Ching-
compulsory that becomes slightly ac
during the summer months. A very
penditure must have been incurred

most solid construction, and will last
century. It is obvious that the father-
to come did not anticipate the many
actions and misadventures at home,
wrecked the proceedings. I do not
enter into this matter now; it has been
cast upon, thoroughly thrashed of
columns. I would merely remark in
passing, that you cannot, for any
reason, make a false statement, or
claim that yet to be born who will
task. You may perhaps imagine
three or four thousands of Chinese
a new field of labour, attracted by
wages. They will probably not be
instance be the best class of men for
conditions, pay, and treatment a
You will have plenty of the supervi-
lators applying. If the conditions
are unattractive you cannot attract
more, more numerous than those
who go to Sumatra, or Dutch Guayana,
or bacco plantations induce others to
they succeed. So it would be, in South
Africa, as has been so abundantly
asserted for political purposes at ex-
posed never get any more men from
the first detachments sent. One kind
matter of fact, use large sums of money
have been lent to China by them
in Africa. The sums passing there
will be very considerable.
villages or hamlets, and are well
watched, by a present emigrant; the
doubts of two men ready to go to
in South Africa with the prospect of his
to do the same. A record of a Pr

the United States that he once imagined you could fool a section of the public for a certain portion of that you could not fool the whole of it can be made in regard to making a "Chin-man." You might enslave a portion of the time, but that you could never enslave a considerable number

With this brief digression from the subject of the Chicago Engineering and Machine Company I return to the main subject and conclude by a few words on what I maintain is the POLITICS OF THE COMPANY. They have a very considerable number of other matters apart from the actual running of the company itself. It is necessary to go over the ground again, for the reason that the company has been dealing with the public in a very different manner in the past than it is doing today. It has not been able to

hurriedly, recently, the Chinese had considered the ways and whereabouts of the Chinese in the United States. The capitalization of \$1,000,000, and that the deportations should also be created. The aide said also that Chang Yuen-hsi and his friends did not think they were losing their property, but that some such action was in progress, as when the China Mail was taken over by the Chinese. (Chang Russell and Co. during the time China was war. They thought they would naturally be taken compensation for the favor of them, but that when the trouble of the blow-over their property would be taken. The documents are entirely against them, but have anticipated a return of the money.)

Chang Yuen-hsi has lost a good deal of land and is only beginning to recover in his present position. This, I understand, is partly the result of what I trust is also something further to be done.

(THE CHINESE SHAREHOLDERS)

in the way that they will have a greater in the company, just how that is to be accomplished I am not in a position to say.

and the sale of the mines, but he responded to me that Mr. Nor Nagap is himself going to do it, and that there is every prospect of success being done. By what method it will be accomplished I have no means of knowing. The sum mentioned is £500,000, to be in some form to Chang Yi and those associated with him. The exact method may be

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to express the opposition on the part of the peasants and gentry to the new constitution, and to show that there are no more radicals, substance, influence, information, or authority among the large majority of the ruling class, and that the Government is of the new type conclusively concluded. It was originally intended that the subject should have been understood, as we look behind, the stage in the character of the number 1905 in connection, and to show that the new constitution is the same as the old, and that the same signs of progress for political progress are both appreciable the year's ability to the capital as much as the absolute shortness of time

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RADR GOLD MINE

However, owing to a great fall in exchange rates, some large business has been done with India, France, and a few cargoes sold to Java. The only thing certain can be said as yet about the prospects of new crop, which has suffered a good deal from inundations in some districts.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

DISCLAIMER OF MESSRS. WILKINSON AND GRIST.

To the Editor of the "Hongkong Telegraph."

Sir—In your issue of yesterday, under the heading of "Claim for Professional Services," you published what purports to be a report of certain proceedings in Japan in which my firm is interested. The report consists of very little more than a reiteration of the libellous statements contained in a letter written by my namesake in Japan to the editor of the *China Mail*, which letter was published in that newspaper on the 20th December, 1906. In consequence of such publication certain steps were taken by me, which resulted in the proprietor of the *China Mail* satisfying himself that the allegations of my namesake were utterly false; and in his offering to insert in his newspaper an ample apology for having published the letter. I objected to such an apology appearing in the paper unless and until some independent solicitor, to be employed by the proprietor of the *China Mail*, had thoroughly investigated the matter referred to in my namesake's letter, by examination of the papers and correspondence relating thereto; and had also seen the Registrar of the Supreme Court (one of whose duties is to tax solicitor's bills of costs) with reference to the bill complained of. The Crown Solicitor was employed by the proprietor of the *China Mail* for this purpose, and did thoroughly investigate the matter. The final result appeared in a paragraph in the issue of the *China Mail* of the 24th December, 1906, which paragraph is as follows:—

"On the 20th inst., we published in good faith a letter we received from Mr. J. Clifford Wilkinson, of Japan, in which certain allegations were made against the firm of Messrs. Wilkinson and Grist, Solicitors, of this Colony, which we are now fully satisfied were groundless. We have tendered to that firm a full apology for the mistake we were led into making and the wrong we did them in publishing that letter, and we now desire that the public should know that we have, at the request of Messrs. Wilkinson and Grist, with the assistance of our Solicitors, carefully examined the correspondence and the papers in connection with the case which Mr. Clifford Wilkinson alleges was badly conducted, and are convinced that such allegations are without foundation, what is more, that nothing was done by Messrs. Wilkinson and Grist which could not have been done by them in the matter and that they left nothing undone which they should have done, and moreover that they from time to time gave full information to their client of the progress of proceedings, and that the advice contained in their letter to him of July 16, 1903, on receipt of which he wired to them, the word 'stop' was in our opinion the most ample and best possible advice that could be given under the circumstances. We further independently satisfied upon reading Mr. Clifford Wilkinson's letter to Messrs. Wilkinson and Grist that all the proceedings which they took in his behalf they were fully authorized by him to take. With regard to the bill of costs which is characterized by Mr. Clifford Wilkinson as exorbitant we have laid that bill before the Registrar of the Supreme Court and are assured by him that it is drawn strictly in accordance with the scale of charges authorized by the Court, except only in a few of the items are undercharged. If Mr. Clifford Wilkinson had objected to the bill in any way his proper course was to have had it taxed by the Registrar, a course which we understand he never adopted."

Inasmuch as there are, doubtless, a large number of your readers who were not in this Colony in December, 1906, and who, knowing nothing of what had taken place, might be led into the erroneous belief that the imputations against my firm contained in the report you have published may possibly be true; and as, when read, it is continually being thrown, though some of it is sure to stick, part may be wiped off, I must ask you, in common fairness, to take steps to satisfy yourself that it is your duty to undo, so far as you can, the harm which must be sustained by me and my firm should the libellous statements contained in the report published in your issue of yesterday remain uncorrected by you in a subsequent issue of your paper.—Yours faithfully,

C. D. WILKINSON.

9, Queen's Road, Hongkong, 29th October, 1907.

[We have much pleasure in giving publicity to Mr. C. D. Wilkinson's vindication as contained in his letter to the Editor of the *Telegraph*, in which he repudiates the report of the case as proceeding in the Osaka Court. We had absolutely no idea of perpetrating any libellous statements against a firm of the standing and reputation of Messrs. Wilkinson and Grist in Hongkong. We disclaim any such intention, and are confident the good name of Mr. Wilkinson's firm in Hongkong and throughout the Far East is above reproach.—Ed., H.K.T.]

THE "EMPRESS OF CHINA"

LEFT VANCOUVER FOR HONGKONG.

Mr. D. W. Craddock, general traffic agent, O. P. R. Co., informs us that he has received from his Vancouver office cable advice that the *Empress of China*, reported sunk at Vancouver, left there for Hongkong, via the usual ports of call.

A RICKSHA COOLIE'S SURPRISE.

THE RESULT OF BEING TOO FOND OF "WORK."

Chan Ping, a ricksha coolie, sat on the foot-board of his vehicle outside the Canton wharf last Tuesday morning, awaiting the arrival of the last steamer from Canton. There were a number of other rickshas lined up on the edge of the quay wall, but Chan's "boneshaker" was the last in the row. He had been waiting there for some time and, becoming tired of his long wait, he stretched back in the ricksha, his head resting on the seat, his hands spread out on the mud-guards, and fell asleep. He must have lain in that position for nearly half an hour, dreaming the dreams of the just, when suddenly there came a loud call of "Ricksha!" The pullers of the other vehicles in the vicinity made a dash for the spot. Chan, hearing the clatter of the wheels, sprang up, but he had to untangle his legs, which were crossed under the vehicle, before he could get in motion. In doing so he got one of his wheels over the side of the quay, and before anyone knew what was happening the cry of "kai-ning" was heard, and Chan, ricksha and all were seen disappearing into the water. Needless to say the ricksha sank at once, and had it not been for the kind-heartedness of a district watchman Chan's days of "rickshaling" in the Colony would have ended there and then. Instead he was assisted out of the water—more dead than alive—and removed to the Government Civil Hospital for treatment.

WUOHOW NOTES.

SPORT.

Wuchow, 28th October.

Wuchow has lately had an unusually good time as far as sport is concerned. The local men met H.M.S. *Sandpiper* in a shooting match yesterday and were defeated by 9 points.

A cricket match played on Saturday between the *Sandpipers* and the Wuchow Cricket Club resulted in an easy win for the shore men by 7 wickets. Wuchow won the toss and sent Messrs. Daniel and Komaroff in to bat. A good start was made as 55 runs were put on for the 11 wicket before Daniels played on. At 85 the innings was declared closed, for 3 wickets. Of the above total Komaroff got 30, Daniel 28 and King 15 not out. The naval men put up a feeble show against the bowling of King and Daniel. Each of these bowlers took 5 wickets and dismissed the *Sandpipers* for 30 runs. A game of football is to be played this evening between the same teams and an enjoyable game is anticipated.

CONCERT.

The members of the Wuchow Club were "At Home" to the officers and crew of H.M.S. *Sandpiper* on Saturday night, when a very enjoyable "Smoker" was held in the Club. The Club rooms had been tastefully decorated with flags and ever-green and presented a very cosy appearance. Mr. "Johnny" Rule was unanimously elected chairman and carried out his duties in most satisfactory manner. Mr. Jones opened up with a lively air on the piano and was followed by Mr. Lewis who kept the audience in roars of laughter by his rendering of "Old yer row." Mr. White followed with "Minks and Faces" and was succeeded by Mr. Komaroff with "Rip van Winkle was a lucky man." An encore was demanded and given. Surgeon Holmes, R.N., was immense who with "Mush! Mush!" and was even more successful with his encore of "Stop your tickling, Jack!" Mr. Van Aalst was loudly applauded for his pianoforte selection from "11 Travellers." Messrs. Williams, Corkery and Fritz followed with songs which were appreciated. An interval followed during which refreshments were served. Mr. Jones opened Part II. of the programme with the "Chonitors" after which to numbers were given before the "Smoker" terminated. Special mention must be made of Mr. J. Van Aalst's flute solo "Mignon" which was splendidly played. Could demands for an encore were complied with. Dr. Holmes was again exceedingly lively in his rendering of "Short Stories" and hid to come on again to the inevitable encore. Mr. Williams gave the "Roley Policy Eye" and Mr. Komaroff the "Anheuser Bush" in good form. The accompanying was shared by Messrs. Jones, King and Van Aalst who were most successful. After the National Anthem had been sung Mr. Rule thanked the visitors for their presence and expressed the wish that this would be the forerunner of many more similar enjoyable evenings, and he proposed the health of the visitors coupled with the name of Dr. Holmes, who on behalf of the *Sandpiper*, thanked the members of the Wuchow Club for their hospitality and the pleasant evening and wished the Club and all members success. Cheers for the *Sandpiper*, the "Chairman" and the hon. secretary, Mr. Komaroff, were then given, after which the gathering dispersed, voting the evening a most enjoyable one.

RAILWAY ENTERPRISE.

BRITISH AND CHINESE CORPORATION'S NEGOTIATIONS.

Mr. J. O. P. Bland, representative of the British and Chinese Corporation, is consulting the Waiwupu in regard to the loan of £1,500,000 from British capitalists for the construction of the proposed Soochow-Hangchow-Ningpo railway, but according to a joint telegram from the Governors of Kiangsu and Chekiang, the Directors of the Chinese Railway Companies at Hangchow and Soochow and the natives are opposing the proposed loan on the following grounds:—

1.—As the British concessionaires did not do anything during the ten years after the conclusion of the preliminary agreement in 1897, the concession has now lapsed.

2.—In June, 1903, H.E. Sheng Kung-pao wrote officially to Mr. Bland to the effect that if the concessionaries failed to commence work within six months the then preliminary agreement would be cancelled; but no reply was received from the representative nor was work begun at that time.

3.—The Chinese Railway Companies of Kiangsu and Chekiang have no need to float a loan from the said Corporation as was done for the proposed Tientsin-Chékiang trunk line, for they have funds to build the Soo-Hing Ning railway themselves without assistance.

4.—The natives of Kiangsu and Chekiang obtained imperial permission last year to construct the railway with purely Chinese mercantile funds.

5.—The Chinese Railway Company at Hangchow has now completed the construction of the short railway from the city to Kiangbu (i.e., along the Chientang river) and opened it to traffic; part of the section in Chékiang, while the company at Soochow is laying rails for the Shanghai-Sungkiang portion and preparations are being made to push them forward as soon as possible.

6.—Although the proposed loan of £1,500,000 is to be guaranteed by the Provincial Governments of Kiangsu and Chekiang, yet as both capital and interest will be repaid out of the profits of the railway in future, it is the same as placing it on mortgage.

7.—As the construction of railways in China with Chinese money is an important matter, the Peking Government should exert itself to retain full control, otherwise the consequences will be greatly detrimental to both the country and the people.

At the conclusion of the telegram the Directors added that they did not wish to suggest that China should not make use of foreign loans; but such should be negotiated without the guarantee of the Government. A request was then made to the Waiwupu to hold H.E. Sheng responsible for the nullification of the existing preliminary agreement.—N. C. D. News.

THE ROYAL SANITARY INSTITUTE.

HONGKONG BRANCH.

The following examinations were held on the 28th and 30th ult., viz.:—Practical sanitary science. Result: Alex. Vernon Parker.

Inspectors of Nuisances.—John Hutton, C. W. T. Brett, Samuel Robert Boyd, and George Willis.

Examiners:—Hon. Dr. Atkinson, B.M.O., Hon. Mr. W. Chalmers, C.M.O., Dr. Francis Clark, M.O.H., Mr. A. H. Ough, A.M.I.C.E., Mr. R. H. Klog, A.M.I.C.E., and Capt. Shinkwin, A.S.C. Hon. Secretary: E. Ralph, F.R.C., M.R. SAN. INST., Moderator: Alfred Carter, M.R. SAN. INST.

PIRACY NEAR CANTON.

BRITISH LAUNCH HELD UP.

VESSEL LOOTED—PASSENGERS DESPOILED.

(From Our Own Correspondent.)

Canton, 25th October.

The steam-launch *Tung Fung*, trading under the British flag and plying between this port and Taang Shing, a city in the district of the same name, was pirated on the 22nd instant, by a gang of robbers. The pirates, between ten and twenty in number, boarded the launch under the guise of passengers, and when passing a place called Shuk Tau Hou, in the district of Panyu, held up the passengers and the crew of the launch. They then ransacked the launch, making off with a large quantity of booty to the value of several thousand dollars. Many passengers were despoiled of large sums of money. The passengers were traders, who had come to Canton to collect their accounts, and were proceeding back to their district by the *Tung Fung* when the vessel was plundered. It is evident that the pirates got some of the fact that money was carried by the passengers and accordingly planned the piracy which was carried out with perfect success.

BRITISH CONSUL'S REPRESENTATIONS.

CANTON VICE-ROY EXERCISED.

(From a Correspondent.)

Canton, 29th October.

As reported, on the 22nd instant, at 9 o'clock in the morning, the British launch *Tung Fung* was attacked by pirates on the East River, in the district of Taang Shing, on the north east of Tungking. The case has been reported to both the Civil and Military authorities of the place. Subsequently Mr. R. W. Mansfield, I.B.M. Consul-General at Canton, spoke to Mr. Wen Tsung-yao, Tao-tai, secretary of the Foreign Affairs Bureau of the Viceroy, and narrated the particulars of the incident demanding a vigorous search and arrest of the criminals. The plunder was reported to be of a value of about \$3,000 including cash-money. Tao-tai Wen informed H.E. Viceroy Chang without any delay of the occurrence.

Upon being apprised of the facts H.E. issued the following orders:—"There are patrolling and guarding corps on land and water in every part of the Kwangtung province. The Chukiang River and its tributaries have been divided into sections, and steam cruises have been dispatched for each section; strictest orders have been repeatedly issued by me to the effect that local officials (civil and military) of every district and their assistants and subordinates should keep the most diligent search for pirates and robbers. It is not the duty of the officials to strive for the suppression of criminals and the protection of merchants and travellers. Still, within recent months, crimes committed on the river have been so frequent that the local officials have been repeatedly ordered to make a word of report concerning the piracy recently committed on a British launch on the water within their jurisdiction; neither did they give information to their superiors about the nature and particulars of the crime, nor the items of the large sums alleged to have been robbed. Their conduct is reprehensible and dilatory to a degree. The Superintendent of the Central Police department is hereby charged to make reports of the names of all the civil and military officials on land and water of the district together with those of every officer commanding the cruisers and guard-boats along the East River, and a mark of 'great transgression' should be recorded against each of them. Allow them ten days' time for the apprehension of the pirates concerned with this case and the recovery of the booty carried off. If, after 10 days from date, they have not reported the names of the pirates, it shows that they are as negligent as ever. Then they shall be severely censured by me and their degradation shall be made a warning to those who are indolent as to police affairs under my authority."

Report is to hand that two of the pirates concerned in the *Tung Fung* hold up have been arrested by Mr. Chang-kai-shun, lieutenant of the right division of the Kwangtung navy, who detected them in a place called Ma-chung, in Tungking district through an informer. They were delivered to the Chief of Police for trial. It is said that the pirates first came on board as passengers carrying a basketful of caram-bolas, and when the launch was nearing Tun Tou Hou they removed the fruit and fire-arms were found hidden at the bottom of the basket.

ADVENTURES IN WESTERN CHINA.

An American named Demille is due here to-day, says the *N. C. D. News* of Oct. 16, from Chungking and probably will appear before the O. P. R. Co. for China on Monday morning on charge of manslaughter. Demille went up the rapids in a Chinese boat nearly a year ago and caused some trouble at Chang by not reporting his destination nor obtaining a passport. He was delayed there, accordingly, and in consequence of a report forwarded to Chungking the American Consul at that Port was on the look-out to prevent him going further West, as Chungking is the last Western Treaty Port, and the presence of foreigners, other than Missionaries, at Chéngtu is almost invariably the cause of Consular disapproval, and trouble with the Viceroy. For the native authorities are in constant dread that the location of several Consular representatives will be followed by an influx of merchants into the capital of Szechuan. There is not, however, any American Consul-General at Chéngtu, but Mr. Mason Mitchell of Chungking has to exercise supervision over the whole province.

Demille went past Chungking without being seen and, it appears, called at Chéngtu before proceeding on to Yunnan Province. Yunnan is a disturbed area, and the natives are being forced to provide him with pack animals. First he said he was sent to the north, and later he said he was sent to the south, and finally he said he was sent to the west. The natives were easily given to misconception, for foreigners are not in the habit of exploring those hostile regions as a whim. A report was sent back to Chungking, on June 4, asking the American Consul to cause the wanderer's return. Messages were sent to Demille, but they reached him when he was already on his way to the Tibetan border. In order to go still further a force of soldiers was obtained and a dispute arose with a party of soldiers over some of the draught animals. During the disturbance, which occurred at Antu, which is about six days' journey from

Batung, a Chinese was shot dead, it is alleged, by Demille. The Native authorities then demanded that he take active measures; Demille was arrested and the party started on the long journey back to Chungking. Shortly afterwards a report was received here that the prisoner had jumped aboard from the Chinese gunboat on which he was travelling, and that he was drowned. That, however, was not the case, for the small military mandarin in charge of the escort stopped the boat, found that the prisoner had swum ashore, re-arrested him, and ultimately arrived with his prisoner at Chungking without any further mishap. The Viceroy communicated with the American Consul and gave his personal word that the charge preferred by the Yunnan authorities was correct. Mr. Mitchell, however, explained that some witnesses of the occurrence were an absolute necessity. Further delay supervened and the prisoner was confined temporarily at H. D. M. Consular Quail until two native messengers were procured from Yunnan. A preliminary hearing was then held at the American Consulate, and the prisoner was remanded to stand his trial at the U. S. Court for China. It is reported that the prisoner pleaded not guilty and urged that he fired at another man, not the one who was killed, and that the action was taken in self-defence. As the American Consulate at Chungking, in addition to having no lock-up has no marshal either, the transfer of the prisoner presented difficulties. Eventually Mr. J. B. Pillow, a British subject and a former resident of Shanghai, agreed to act as U. S. Court Marshal pro tem and he is now on board a Nisshin Kisen Kaisha's steamer, after making the journey down the rapids safely, and will arrive here to-day, with the two witnesses and the prisoner.

THE DEVELOPMENT OF CANTON.

Mr. Acting Consul-General Sly's report on the trade of Canton for 1906 has just been issued by the Foreign Office. Mr. Sly opens his report with a few remarks pointing to the progress continued growth of Canton as a free trading centre. He says:—"Along the front reach of the river, extending from the left bank is well in hand; and there is some idea of treating in a like manner the north bank of the island of Hwanan, which breaks the river into two sections from Whampoa, some miles distant, up to the steamer anchorage opposite the Canton City. Along the back reach of the river, where there is deeper water, Messrs. Butterfield and Swire have begun to construct a new pier and wharves on the south side of Hwanan Island, and on the right bank of the river we find the godowns of the Hamburg-America Line, with a wharf rapidly approaching completion, the oil tanks and godowns of the Shell Transport and Trading Company and those of the Standard Oil Company of New York, whose example in the matter of godowns the Langkat Oil Company of Shanghai is now following. Further, based on a considerable scale, is also in course of construction at Fung-shan, on the right bank of the river opposite to the British and French Concessions on Shamshun. A railway connects Canton with the treaty port of Samshui, distant 30 miles from the Canton terminus at Shekwan, passing through the populous and busy town of Fatahan. Something has been done during the year under review to maintain this line in a state of efficiency. At the end, 35,000 sleepers have been laid down, and 6,000 ties, while 10,000 do. have been engaged in restoring embankment and widening the track. There is still, however, plenty of room for improvement. The total number of passengers carried in 1906 was 2,917,875. Water works are being erected in the near vicinity of the city, to carry clear water through some 35 miles of pipes to every quarter. Other projects, again, are the establishment of cement works in Hwanan Island, the construction of a considerable scale of a canal, and the construction of a railway and design connecting this island with the city of Canton. It is true that some of these schemes may, in detail, be imperfect, and that all, at any rate for some long time, may not reach fulfilment; but in the main, the right idea prevails, and there is a distinctly progressive tendency. Referring to the vexatious question of the subsidiary coinage, the report observes that traders both in Canton and Hongkong, who suffer from the result of an excess of subsidiary coinage minted by the Provisional Mint, the depreciation to which this excess has given rise, has been as heavy as 10 per cent. At the moment of writing the minting of these coins has been prohibited by the present Viceroy for a period of three months, and it is to be hoped that the prohibition will be further extended. It should be added that already silver dollars are being manufactured in place of subsidiary coins. Reference is made to the comparatively small result of the Customs revenue which amounted to 3,222,350 taels (2,530,355), an increase of 157,792 taels over 1905—1906 the record year. The disastrous typhoon of last year is partly responsible for the smallness of the increase. Mr. Sly writes:—"It must be forgotten that the shipping of the port was seriously hampered by the disastrous effect of the typhoon in October 14, 1906. As regards the typhoon, it is a matter for congratulation that no actual damage was done to property at this port; at the same time the river service connecting with Hongkong was, as already indicated, completely paralysed. The first fleet of the Hongkong, Canton and Macao Steamship Company suffered greatly, likewise the smaller vessels. In fact, for the best part of two months no less than seven regular steamers were off the run. The lack of tonnage seriously affected all shippers, more especially purveyors of fresh fish and vegetables for the Hongkong market; and at times the scenes on board when coolies were clamouring for space for their wares baffled description. Native deck passengers and perishable cargo rates were advanced, and to meet the situation, the German tramp steamers were chartered for about a month. The charterers were unfortunately, and lost heavily."

OPIMUM IN INDO-CHINA.

The *Journal* gives particulars of an inquiry ordered by Mr. Beau, Governor of Indo-China for the purpose of giving effect to the instructions addressed to him some time ago by the Colonial Minister for the gradual suppression of the use of opium in the French colonies of the Far East. The instructions in question provided that no new opium dens should be opened, that the price of the drug should be increased, and that officials known to be opium smokers should be excluded from promotion. The committee entrusted with this inquiry will first examine the present conditions of the consumption of opium in Indo-China; secondly, propose measures capable of bringing about its gradual suppression in that territory; thirdly, discover the means of compensating the Budget for the loss of revenue thus incurred; fourthly, suggest the repressive measures to be employed for the enforcement of the new regulations respecting the sale and use of the drug.

CLAIM FOR PROFESSIONAL SERVICES.

HONGKONG SOLICITORS v. J. CLIFFORD WILKINSON.

APPEAL AT OSACA.

On Wednesday, the 16th ultimo, in the Osaka Appeal Court, before Judge Itagaki and four Associate Judges, an appeal was heard of the plaintiffs from the decision of the Kobe Chibo Saibanho, by which the claim was dismissed in the action brought by Messrs. C. D. Wilkinson and E. J. Grist, solicitors of Hongkong, for the recovery of remuneration for services rendered and expenses advanced, amounting to a total of ¥2,348, from Mr. J. Clifford Wilkinson, mineral water manufacturer of Kobe.

Mr. Yamashita appeared for appellants, while respondent conducted his case in person. Mr. Yamashita prayed that the decision of the Kobe Court be quashed, and judgment be given as claimed in the petition. Counsel then briefly recounted the facts of the case.

Respondent, through Mr. Wakayagi, his *baili*, who acted as interpreter, stated that he opposed the claim, and \$1,000 as expenses. The amount claimed was excessive. Respondent then put in the following statement, which was translated by Mr. Wakayagi:—"Your Honour—This case, which has come up from the Kobe Chibo Saibanho, is a very simple one. Messrs. Wilkinson and Grist, solicitors of Hongkong, presented a bill of costs which was so extortionate that after paying one thousand dollars I declined to pay more. Apart from the multiplication of items in their bill of costs, a true copy of which I submit to your Honour, they so bungled my case that they failed to obtain through the Hongkong Court protection for my trade-mark, although precisely similar cases had been carried successfully through the Singapore and Manila Supreme Courts."

"On my refusing to comply with Messrs. Wilkinson and Grist's extraordinary demands they took out a writ against me in Hongkong, and I was summoned to appear before Sir Francis Pigott in the Supreme Court at Hongkong. As I am, and have been for many years, domiciled in Japan, I consented that Messrs. Wilkinson and Grist had no right to attempt to go past the Japanese Courts by instituting an action against me at Hongkong; and consequently I did not appear."

"Sir Francis Pigott, without hearing my case in any way, gave judgment against me by default. This Hongkong firm of solicitors then sought to enforce the judgment thus unfairly obtained against me by bringing an action in the Kobe Chibo Saibanho, so that I was obliged to appear before them. I was able to make the case was thrown out in the lower Court, where it was held that the 'reasonableness' or otherwise of the claim must be adjudicated in accordance with the general principles of law."

"Now Article 418 of the Civil Code expressly states that if the fault of the creditor has contributed to the non-performance of the obligation, the Court may take that into consideration in determining the liability for damages or their amount."

"Your Honour, I think it does not require any further statement to show that but for the fault of the creditor no such claim as this would ever have come before you."

"But not content with their abuse of privilege the appellants have not hesitated to besmirch my name in the Hongkong Court and the Hongkong Press; and one paper, the *South China Morning Post*, in its anxiety to promote Messrs. Wilkinson and Grist's case, even had the temerity and gross unfairness to ask if Japan could any longer be regarded as a civilised country if she declined to uphold the validity of a judgment rendered by the Courts of another civilised country."

"To my mind, when litigants directly or indirectly adopt such a method as this, inspiring a public journal to instigate the Courts of a friendly and neighbouring Power, they reveal the weakness of their own case and discredit themselves."

"I should like to state further that the charges made by Messrs. Wilkinson and Grist for their display of incompetence in losing my case absurdly in excess of—in fact, altogether out of proportion to—the costs paid by me to my lawyers in Singapore and Manila without question of outcome, and for conducting similar cases and winning them. I may state, your Honour, that my Manila lawyer's bill of costs was not more than about ¥250, whereas Messrs. Wilkinson and Grist's little bill exceeds three thousand yen. I pray this honourable Court, therefore, to uphold the finding of the Kobe Chibo Saibanho and dismiss the case with costs."

"I must apologise for conducting my own case and for any mistake I may have made unintentionally in procedure, but I could not very well ask any lawyer to conduct a case against a brother lawyer. With these few remarks I confidently leave my case in the hands of the Court."

The plaintiffs allege that they have paid Counsel ¥750; the amounts and dates I hand to the Court. For paying these amounts to Counsel they charge ¥98 or 13 per cent.; this I submit is extortionate and I do not believe that Counsel would accept these fees, consequently I request the Court to insist on the plaintiffs producing the receipts."

EXTRACT.

Messrs. Wilkinson and Grist's Bill.		Paid Counsel's Paid fees, each	
	1902.		
Twice in Nov.	15	25.00	400
one day.	" 15	50.00	400
	" 16	25.00	400
	" 20	25.00	400
Twice in Dec.	1	25.00	1000
one day.	" 1	25.00	400
1903.	Jan. 10	50.00	400
	" 27	25.00	400
	Feb. 17	25.00	400
	March 17	50.00	400
	" 23	25.00	400
	" 25	25.00	400
	June 10	25.00	600
Twice in July	" 6	25.00	600
one day.	" 6	25.00	600
	" 10	25.00	600
	" 14	50.00	600
	" 15	25.00	600
	" 21	25.00	600
	" 25	20.00	600
	Aug. 1	25.00	400

Mr. Yamashita then put in Exhibits Nos. 1 to 8, including the text of judgment of the Hongkong Court in this case, a certificate issued by the same Court verifying the fact that the judgment became irrevocable, and a work on "International Law" by Westlake, to show that the judgment of the Hongkong Court had the same force as that given by a Japanese Court. Copies of the *Chronicle* of November 28th last, letters from appellants to respondent, and the writ issued by the Hongkong Court against appellants.

The Court then remarked that from the progress of the proceedings so far respondent was incompetent to conduct a law case in a Japanese Court, and suggested that he should engage a barrister.

Respondent stated that he was not inclined to engage a barrister, as this case was a claim for the recovery of lawyers' expenses, and

over, the lawyer's fee would be heavy. If he had deemed it necessary to engage a lawyer, he would have done so for the proceedings in the Kobe Court Respondent put in Exhibits Nos. 1 to 6, including a copy of the *Asahi Herald*, to show that appellants had wildly abused respondent in a Hongkong paper, and an extract from a Hongkong journal to show that as the judgment of the Japanese Law Court was not valid at the Hongkong Court, so the judgment of the Hongkong Court was invalid in Japan.

Mr. Yamashita stated that the point of respondent's defence was too vague, and asked the Court to draw the point clearly from respondent.

Respondent stated that he had applied to appellants to proceed with one *Bar*, and the remuneration claimed for one case was excessive. For this reason he refused to pay. Mr. Yamashita applied to call Mr. G. O. Heath, of Yokohama, as an expert witness. Counsel stated that Mr. Heath introduced respondent to appellants.

The Court granted the application, and announced that the Yokohama Court would be asked to examine Mr. Heath. The proceedings were consequently adjourned.—*Japan Chronicle*.

THE FUTURE OF HAINAN.

The other day an article was published in the *Corriere d'Informazioni* a leading paper, the territory of Kwang-chow-wan should be ceded to China by France in exchange for the island of Hainan. In an equally interesting and lengthy article, the same paper now gives reasons for believing the proposal to be impossible of accomplishment.

The new writer agrees that Kwang-chow-wan is useless to France, and that the millions spent on it have been wasted. It is not going to become a second Hongkong; and France, he thinks, would be rid of it—for some compensation. But that Hainan is to be the "quid pro quo," he does not believe. How, he asks, would China benefit by such a deal? Hainan, one of the largest islands in the world, has fifty times the area of the territory leased to France; its population is immensely greater, and the interior contains gold, copper, silver, coal, &c.

From the French point of view, the writer goes on to say, the island is not worth having. There is presumably much wealth in the interior; but there are no rivers and means of communication. Only the coast is inhabited by a mixed race, Chinese and Loi, accustomed to a miserable existence, and about 20,000 of them emigrate every year. The island imports more than it exports; and the economic balance is maintained by the money of the emigrants. If the island becomes French, many millions would have to be poured out again; and he thinks France can do better with her resources. The recent treaties have entirely changed the military importance of the island.

Lastly, as to the suggestion that, no European Power could take umbrage at the exchange, this writer says:—"Are you sure of that, dear confederate? Have you then forgotten the disputes against France of the English Press of the whole world, the attacks which had no echo in England and France, about a year ago, when it was reported that we had designs on Hainan? The annexation of Hainan by France would be about sufficient to ruin the Anglo-French 'entente cordiale,' as well as the Franco-Japanese one. Why? Because the maintenance of Chinese authority over the island is a vital question for the wealthy British Colony in the Straits, and the 20,000 workmen to the Straits and the Malay States every year; and the British are afraid of losing a source of their supply of labour. Hence all the cries—the vociferation—the inflammatory articles against us, of our friends across the Channel, who were crying out before they were hurt. They were afraid that once the island was in our hands the emigration would cease, which, probably, true. Think you that they could lightly risk such eventualities for a hole—possibly rich, but one can say—the acquisition of which by us should abandon Kwang-chow-wan; but we should seek our 'quid pro quo' elsewhere than in the island of Hainan.—(Rangoon paper.)"

As to the above we have only to repeat that there will never be any disturbance of the status quo in regard to Hainan. Hainan is Chinese, and will so always remain, as the British Government's instructions to its Minister at Peking—we have good ground for believing in their existence—are adhered to. When the question of the occupation of Hainan was frequently urged some years ago in the Indo-China papers, we pointed out that if any step of this kind

THE BRITISH PRESS IN KOREA.

CHARLES AGAINST MR. BETHELL.

At eleven a.m. on the 14th ultimo, before Mr. E. Cockburn, His Britannic Majesty's Consul-General for Korea, Mr. E. T. Bethell, of the *Korea Daily News* and the *Dai Han mai Il Shingo*, appeared to answer certain charges brought under the new Orders in Council concerning the British Press in Korea.

The charges were that in the *Korea Daily News* of September 3rd, 10th, 12th, 21st, 24th, 26th, and October 1st, and in the *Dai Han mai Il Shingo* of September 18th, October 1st and 8th, certain articles or paragraphs were published that might be apprehended to cause a breach of the public peace and incite the people to rise against the Government.

On the Court being opened, the Constable of the Court was sworn and testified to having served the summons upon Mr. Bethell on the 14th instant.

Mr. Cockburn in his capacity as Judge then addressed the defendant. He explained to him that he was there in answer to a summons of the Court and also to answer the accusations laid down in the summons. The course of procedure would be for the defendant to admit or deny the charges. If he admitted them, he would be able to state the reasons for the articles and to bring witnesses.

Mr. Bethell—May I ask who is the complainant in this case, sir?

Mr. Cockburn—Mr. Holmes, of the British Consulate-General, is the formal complainant. Mr. Bethell—I am quite aware that Mr. Holmes is only put forward to prosecute me, but I would like to know who instigated these proceedings in the beginning.

Mr. Cockburn—You are afraid I cannot answer that question at this early stage of the proceedings. Later on, I may do so. At present it is for you to state whether you admit the truth of the statements made in the summons, namely, that your articles incited the people to rise, or whether you deny the assertion. If you admit the charges, then the Court will at once proceed to adjudicate.

Mr. Bethell—I do not admit the complaints in any way.

Mr. Cockburn—Very well. Mr. Holmes, you as complainant have heard Mr. Bethell deny these charges, and it is now your duty to bring forward witnesses to confirm the same and also to prove that Mr. Bethell published or caused to be published the aforementioned articles in the two papers already named.

Mr. Holmes—Mr. Bethell is, to my knowledge, the proprietor and publisher of the *Korea Daily News* and the *Dai Han mai Il Shingo*.

Mr. Cockburn—Have you any proof of this?

Mr. Holmes—At the foot of the Korean edition of the paper Mr. Bethell's name as Proprietor and Editor appears in Chinese characters.

The papers were then produced and the name pointed out to the Judge.

Mr. Cockburn—Are you sure he is the owner of these papers?

Only to the best of my belief.

Have you any other evidence but the name in Chinese characters and your belief that he is owner?

He has spoken to me on many occasions to the effect that the papers are his property.

Mr. Bethell—May I interrupt, sir?

Mr. Cockburn—Certainly.

Mr. Bethell—I have only spoken to Mr. Holmes on this subject as my Consul; and I do not consider his evidence on this matter as admissible; for such conversations being on business with him in his official capacity they become private and in the course of conversation outside official matters, I have said nothing that could make him infer I am the owner and publisher.

Mr. Cockburn—I would like to ask you, Mr. Holmes, whether your conversations with Mr. Bethell concerning these papers were conducted in your official capacity.

Mr. Cockburn—Your conversations on the subject, Mr. Bethell, were all officially?

Mr. Bethell—As far as the papers were concerned. But I would also like to add that even officially I never said anything to justify him in the belief that I am the owner and publisher of the papers in question. And again, sir, if my Consul can give evidence against me, I should have said so officially, if it is untrue. Such a rule may extend anywhere. Unofficial conversation I do not object to; but if this is allowed, then my Consul is my adviser one day and my prosecutor the next.

Mr. Cockburn—Have you any other evidence on the subject, Mr. Holmes?

Mr. Holmes—No, sir.

The Right Reverend Bishop Turner was then sworn, and in reply to questions from the Judge, stated that he was a long resident in Seoul, and had known Mr. Bethell for a considerable time. He believed that Mr. Bethell was the owner of the papers.

Mr. Bethell—Bishop Turner will admit that if I am not the owner and publisher of the papers, he has no means of disproving it. He only speaks of public opinion; but he has no proof of the same.

Mr. Cockburn—You must not comment upon the evidence at this stage.

Mr. Bethell—I am afraid I am giving you a lot of trouble, sir, but I have no legal knowledge and I have no desire to offend the Court. If I do, I will be through ignorance of legal procedure.

Mr. Cockburn—You will not offend the Court, Mr. Bethell. I am here to be given trouble.

The articles in the papers were then read by the Judge, and admitted as evidence under Exhibits A to K.

The Court was still sitting when the *Korea Daily News*, from which journal we take this report, went to press, and the continuation of the report will appear in another issue.

OPINIONS AND EVIDENCE.

As stated in Monday's issue, Mr. E. T. Bethell was being proceeded against in the British Consular Court at Seoul for having caused to be published in the *Korea Daily News* and the *Dai Han mai Il Shingo* certain articles calculated to cause a breach of the peace.

The following is a summary of the report of the proceedings which appeared on Monday.

Mr. Cockburn (the Judge): You have heard of the three translations in English of the articles in the Korean edition, the *Dai Han mai Il Shingo*, Mr. Holmes, I also notice that your complaint is chiefly against the articles in the English edition, the *Korea Daily News*. Are you certain these translations are correct?

Mr. Holmes—No, I am not.

Mr. Cockburn—What evidence then that the articles are correct?

Mr. Holmes—Only the testimony of Mr. Bethell.

Mr. Bethell—British Consul at Chemulpo, was then sworn, and testified that the translations put before the Court were his own and that they were perfectly correct. Also that he considered himself thoroughly competent to translate Korean into English correctly.

Mr. Cockburn—It is alleged, Mr. Holmes, that there are articles and paragraphs that have been translated and which were published by Mr. Bethell in the two papers previously mentioned were—according to the complaint—"likely to produce or excite to a breach of the public peace." Can you produce any evidence to verify this assertion?

Mr. Holmes—I wish to call Mr. Komatz.

Mr. Cockburn—I believe, Mr. Komatz, that you are an official in the Residency-General?

Mr. Komatz—Yes.

Mr. Cockburn—How long have you been in Seoul?

Mr. Komatz—One year and four months.

Mr. Cockburn—What evidence, Mr. Komatz, can you give the Court in proof of this complaint against Mr. Bethell?

Mr. Komatz—Well, I think I might answer questions.

Mr. Holmes—In the first place, will you tell the Court as to whether you have read the articles mentioned in the *Korea Daily News* and the *Dai Han mai Il Shingo*?

Mr. Komatz—I have read them all, both Korean and English.

Mr. Holmes—Are you acquainted with the present condition of affairs in the country?

Mr. Komatz—Yes. I have a very fair knowledge.

Mr. Komatz—Will you state these conditions?

Mr. Komatz—It is a state of trouble and disorder that was brought about by the abandoned soldiers of the Korean Army rising in rebellion against the Government.

Mr. Cockburn—It is not relevant to the case, Mr. Komatz, to describe the motive of the rising.

Mr. Komatz—The condition of affairs in the country is so bad that a number of Japanese soldiers have been dispatched to the interior to suppress the insurgents. They are acting under the orders of the Japanese Commandant in the instructions of the Japanese authorities in Korea.

Where were these soldiers dispatched to?

To the disturbed provinces in the South.

Are there any Japanese soldiers in Seoul?

Yes.

How many?

I am unable to answer that question.

How many do you think?

There are enough to keep order in the city. At least I think so. I am not certain, but I believe there are.

How many Japanese residents are there in Seoul?

As far as I know, there are 10,000.

You have heard these articles read, Mr. Komatz. Will you speak about them?

I simply say, sir, that these publications in the *Korea Daily News* and the *Dai Han mai Il Shingo* seem to me to tend to provoke breach of the peace and I am under the impression that the ill-feeling against the Japanese on the part of the Koreans has been caused by the writings in these two papers.

I am afraid, Mr. Komatz, that I cannot take that as evidence. I want facts, not opinions.

Mr. Holmes—Have you any knowledge, Mr. Komatz, of this ill feeling?

Mr. Komatz—Yes. From what I know of the Koreans, they openly express their dislike to the Japanese. I have heard this from Japanese and Korean officials and from private persons, and I am under the impression that this ill feeling has been caused by these two papers.

Mr. Cockburn—Your impressions are not evidence. Therefore, your last remark cannot be admitted. I do not want impressions. I merely want facts.

Mr. Komatz—That is so; but all the reports of ill-feeling that I hear are connected with the papers.

Mr. Cockburn—One of the paragraphs complained about deals with the visit of the Crown Prince of Japan to Korea. Have you any knowledge of this proposed visit?

Mr. Komatz—Yes. To my knowledge he will arrive in Korea on the 16th inst.

Mr. Cockburn—Do the Koreans in any numbers read the *Dai Han mai Il Shingo*?

Mr. Komatz—Yes.

Mr. Cockburn—How do you know that?

Mr. Komatz—I find that Koreans with whom I mix say so.

Mr. Cockburn—In other words it is not your own knowledge, but only what you have heard?

Mr. Komatz—Yes.

Mr. Cockburn—Can you give me any approximate number of the Japanese troops in Seoul?

Mr. Komatz—It is impossible for me to do so, as detachments are always leaving the city and others are coming in.

Mr. Cockburn—Thank you. That will do.

The Court then adjourned for luncheon.

JUDGMENT.

When the proceedings were resumed after luncheon on the 14th instant, Mr. Komatz (who did not wish to be addressed the Court, and said that he had a correction to make. The Japanese population of Seoul was 16,000.

Mr. Bethell—Has the case for the prosecution been concluded?

The Judge—Not necessarily.

Mr. Bethell—I ask because I do not see any need of wasting the time of the Court by asking questions bearing upon the evidence which has until now been brought forward.

The Judge—The Court has now before it the documentary evidence in the case (copies of the *Korea Daily News* and *Dai Han mai Il Shingo*) and the evidence of Mr. Komatz, but the evidence does not satisfy the Court, and Bishop Turner will again be called upon to testify.

The Judge—How long have you been in Seoul?

Bishop Turner—Altogether eleven years.

The Judge—Are there any Koreans in Seoul who hold anti-Japanese opinions? In other words, what is the general feeling of the Korean people towards the Japanese in Korea?

The Judge—If you wish to put any questions you must do so now.

Mr. Bethell—Then I wish to ask Mr. Holmes at whose instance this charge was laid against me.

Mr. Holmes (addressing the Judge)—Must I answer that question, your Honour?

The Judge—No.

Mr. Bethell—May I ask if I am being prosecuted at the instance of the Korean Government?

The question was also disallowed.

Mr. Bethell—May I ask Mr. Komatz if he confirms his statement that the trouble in the interior commenced when the Korean army was disbanded in the middle of August?

Mr. Komatz—I am not sure of the date, but sometime in August.

Mr. Bethell—Can you give any idea of the date when the ill-feeling between Koreans and Japanese originated?

Mr. Komatz—I cannot.

The Court then ordered Mr. Holmes to give proof of the publication of the articles complained of. This was done, and Mr. Lay, being sworn, said that he believed the Chinese characters on the imprint of the *Dai Han mai Il Shingo* meant that Mr. Bethell was the editor and publisher of that paper. Major Hughes was then sworn.

Mr. Bethell—You have been a constant reader of the *Korea Daily News*, Major Hughes?

Major Hughes—Yes, always.

Mr. Bethell—In your opinion, are the articles in that paper calculated to excite to a breach of the public peace?

Major Hughes—No. I do not think so further and say that I have always read that paper with a view to your way to lay stress upon the political policy of the Koreans in offering armed opposition to the Japanese.

Mr. Bethell's request to put further questions to Mr. Komatz was then acceded to by the Court.

Mr. Bethell—You have said that you read the *Dai Han mai Il Shingo*. Do you understand Korean?

Mr. Komatz—No.

Mr. Bethell—Then how can you read the *Dai Han mai Il Shingo*?

Mr. Komatz—I can understand the Chinese characters.

Mr. Bethell—But not the text?

Mr. Komatz—No.

The Court was then adjourned, and upon reopening the Judge gave his finding, which was to the effect that E. T. Bethell had published in the *Korea Daily News* and *Dai Han mai Il Shingo* material calculated to excite to a breach of the public peace.

The Court was then closed.

MYSTERY AT LAI-CHI-KOK.

POLICE INVESTIGATIONS AT A DEADLOCK.

The announcement of the finding of the dead body of a Chinaman, who was the victim of a murder, under circumstances which pointed to a play, proves to be a mystery of such a nature that the police have practically confessed their inability to unravel it, owing to the total absence of any clues.

The Chinaman, who had the appearance of an earthy coolie, was found lying on the road with his throat opened in two places. His money was lying at his side. About a stone's throw away from where the body was found is the residence of the European gentleman. All this goes to show that the murder—if murder it was—was one most carefully planned and with revenge as the motive. The question of robbery being a motive is acutely, especially as the contents of the man's purse were intact.

How the murder was committed, and by whom, and for what purpose may never be known. All the police have to go by is a single footprint a few yards away from the spot where the man was found. Inquiry made in the neighbourhood elicited no information. No one heard any cries that night, nor were the dogs in the neighbourhood disturbed. Yet the police can speak to the fierceness of the dogs, one of which had to be shot before they could gain admittance to one of the houses to in it into inquiries. In some quarters there is a doubt as to whether the man was murdered at all. Some maintain that it might have been a case of suicide, and a few others claim that the man might have been attacked by some wild animal; both of which theories can scarcely be entertained. Admitting, for the sake of argument, that the "wild animal" suggestion had any truth in it—there would surely have been marks on the man's body to show; but the statement, "that the wounds in the man's neck appear to have been those made by wild animals," cannot be substantiated.

THE OFFICIAL GAZETTE announces that an application made by the Yokohama agent of the Chugoku Kaisha for permission to carry Japanese emigrants by the company's steamer *Admiral Exelmans* has been granted. The captain of the steamer is M. Gens, and the ports at which emigrants are to be shipped are Yokohama and Kobe. The destination of the ship is Honolulu, and the duration of the voyage between Kobe and Yokohama is fixed at 36 hours and between Yokohama and Honolulu 14 days. The number of emigrants to be carried on a voyage is not to exceed 1,000. The permission is valid up to the 15th of this month from the 20th ulto.

SINGAPORE SPECULATORS SURPRISED.

LOCAL CONCERN THREATENED WITH DISASTER.

There has been a great deal of talk among speculators and investors during this week regarding the prospects of a certain concession, within a radius of a few hundred miles of the Col, over which lethal clouds hang ominously, says the *Strait Times* of the 25th ulto.

Singapore money to the tune of many thousands was subscribed readily on the strength of the preliminary report, and with a part of the finances thus raised a start was made in opening up the land for mining purposes.

When shareholders in Singapore awaited results in anticipation of profits, experts on the property found the concession was scarcely being indication of a rich harvest, though what had been seen was undoubtedly being reaped—so far, at least, as the output of the mineral is concerned.

The allegation is that the mine has been "exposed," and that shareholders cannot expect a very handsome return for their investments. This, of course, is not the single instance in which shareholders have been led astray by others in search of wealth, and only the guilty parties could be brought to book and rapped severely for their trickery, less money would be lost and legitimate speculation would benefit. The question is: Who are the guilty parties?

ADULTS' RUMOUR.

ALLEGED ATTEMPTED SUICIDE IN GAOL.

31st ulto.

To-day a rumour got about to the effect that Adette, the murderer of Gertrude Dayton, who is lying under sentence of death, had attempted suicide in his cell last night, by dashing his head against a wall, and that he had to be removed to a safe quarters. Inquiries made at headquarters elicited the information that the report was without foundation. Adette, we were informed, seems more satisfied since he has confessed to the murder, and appears to have resigned himself to his fate. He eats little, it was said, sleeps but little also, and continually speaks of his aged mother in Philadelphia. He still holds the hope of being relieved, how very, and expects soon to hear something favourable from the Government, as he believes that, through his confession, in which he alleged the nature of the provocation being to great, coupled with the tale of his mother's illness, the Government will be moved to commute his sentence.

CANTON DAY BY DAY.

REPAIRING FLOOD DAMAGES.

[From Our Own Correspondent.]

Canton, 25th October.

The dykes in the district of Namhoi were considerably damaged by the disastrous floods during last summer, and the gentry of that district have petitioned the Authorities to appropriate funds for repairs. The Namhoi magistrate has been assigned to personally make an inspection of the dykes which have been damaged, and report thereon.

CAMPFIRE INDUSTRY.

Taipei Yip Chiu-yau, who was deputed a short time ago, to proceed to the province of Fukien to investigate and prepare a report on the campfire growing industry and the introduction of the industry into the province of Kwangtung, has returned and has submitted a report to H.E. the Viceroy on the result of his investigations.

EMPEROR-DOWAGER'S BIRTHDAY.

H.E. the Viceroy has issued a notification informing the public that the 10th day of the 10th moon is the birthday of her Imperial Majesty the Empress-Dowager of China, and all his subordinates, both civil and military, are to assemble on that day at the Imperial Temple to offer their respects before the Imperial tablet.

SILK CROPS.

It is ascertained that the sixth and seventh crops of silk this year in the districts of Shuntak and Heungshan have been very successful and good profits have been made.

EXTRAINTED PRISONERS.

The Canton Authorities have sent the Chinese gunboat *Liu Fu* to Miao to bring back three prisoners, who were arrested at the Portuguese colony, and their extradition granted by the Macao Government. The prisoners, it is reported, are alleged to have committed several cases of armed robbery in the subprefecture of Yeung Kong, and had fled to that place for refuge.

GOVERNMENT PAPER FOR SALE.

The retail department of the Canton Government Paper Factory has now been established at Tai Hong Hou, in the Southern suburb.

MINT PROFITS.

There is at present a surplus of a sum of 150,000 taels on hand in the Canton branch of the Imperial Mint, and H.E. the Viceroy has decided to send one part of this amount to the Capital as this province's share towards the upkeep of the military organisation of the Empire. The officials of the branch Mint have forwarded a sum of 23,000 taels to H.E.'s yamen to be forwarded to the Capital.

26th October.

RAILWAY AFFAIRS.

A meeting was held yesterday afternoon at the offices of the Canton-Hankow Railway Company; there were present also members of the board of directors and about thirty other shareholders. At this meeting it was unanimously agreed that some members be appointed and selected inspectors of works, officials for the control of the purchasing of land, and the purchase of railway materials, etc. Photographs of these inspectors, etc. will be taken when selected and appointed, and these officials will be provided with the necessary papers and authority for proof of their office when they are out duty.

RECRUITING.

Colonel Wu, of the Canton Military Department, has been despatched by the Military Authorities of Canton to the prefectures of Waichow and Chaochow with orders to enlist three regiments of recruits for the Kwangtung army.

OPIMUM ANTIDOTE.

The French Consul at Canton has written to the Central Anti-Opium Association, asking for samples of the different specimens of anti-opium pills, as are distributed to the indigent opium smokers in the city of Canton.

PROPOSED RE-APPOINTMENT OF EX-VICEROY SHUM.

As wired to you to-day, a Peking telegram reports that the Central Government at Peking has proposed to re-appoint H.E. Shum Chun-huen Viceroy of the Liang Kwang provinces, and to transfer H.V. Viceroy Chang Jen-chun, the present Viceroy here, to the provinces of Shensi and Kansu as Viceroy. On receiving the above intelligence, great satisfaction was felt among the general public, and the hope has been earnestly expressed on all sides that the appointment will become an accomplished fact.

THE SOUTHERN UNREST.

The Brigadier-General of Pakhoi, Li Chun, has been informed that the bandits in the prefectures of Yumchow and Linchow obtain their supply of firearms and ammunition by way of Tung Hing and Fong Shing across to the interior. The Brigadier-General has therefore sent Captain Lung with troops to those places to prevent the smuggling of firearms into the country. Brigadier-General Li has in addition the above steps also made arrangements to despatch troops to Ling Shao, Sam Lung, Sam Nor and its vicinity, where the insurgents are at present reported to be in large numbers, in order to attack and scatter them. The nineteenth and twenty-first regiments of troops which are under the command of Captain Lung have been added to the force under Taiot Kwok Jen-chang, commander of troops of the prefecture of Yumchow.

TO PATROL THE WATERWAYS.

The Government at Peking is thinking of sending the Admiral and Commander-in-chief of Kwangtung, Chao Ping-chik, to the prefecture of Yumchow, to suppress the rebels there, and to transfer the Brigadier-General of

Pakhoi, Li Chun, to Canton to organise the distribution and management of troops and launches for the proper guard and patrol of the waterways of the West and North Rivers.

A JAPANESE NUISANCE.

It has already been reported that the people of Luog Kai Street Honam have lodged a complaint with the Police Authorities against the Japanese bath opened in that street by a Japanese. The police authorities, in compliance with the people's request, have forwarded a despatch to the Viceroy concerning the matter, pointing out that two years ago when Japanese coffee shops and shops of similar kind to the one now opened, were closed by his order and the Japanese Consul at Canton was requested to order them to be removed. In the despatch the police authorities requested the Viceroy to follow Viceroy Shum's example, and at the same time to communicate with the Japanese Consul on the matter.

25th October.

CANTON-AMOI RAILWAY.

Some time ago, H.E. Chang Pao-ze, the ex-Minister of Railways and Mines, sent weliyuan, engineers, and surveyors to survey the proposed route of the Canton-Amoi railway, which is to pass through the port of Wampoo. H.E. Chang also proposes to develop that port into a trade centre. Now that the Canton-Kowloon railway will pass through Wampoo also, H.E. Chang desires to push on the establishment of this proposed trade centre, and has applied to the Ministry of Agriculture, Industry and Commerce at Peking to sanction the scheme. A reply has now been received by the Canton Authorities instructing them to make an inquiry into the proposed scheme and to report full particulars in connection with the matter. The Canton Bureau of Agriculture, Industry and Commerce has, in consequence, been instructed to take up the matter and to prepare a report which is to be forwarded to the Ministry at the Capital.

CANTON FORTIFICATIONS.

In accordance with instructions received from the Ministry of War at Peking, the Canton High Authorities have instructed the Canton Government Arsenal officials to prepare a list of the number of different strongholds and fortresses, together with the names of places where they are situated, the different makes of guns, cannons, etc., in each, which is to be submitted to that Ministry.

SUSPECTS WANTED.

The Canton authorities have received a despatch from the Governor of Honan requesting them to keep a sharp lookout for and to effect the arrest of two bad characters named Chan Tang-fui and Sun Chiu, who are alleged to have committed murder and are since reported to have fled into the province of Kwangtung.

A MEMORIAL MEETING.

To show their sympathy on the death of the Wong Shing magistrate, together with the nineteen members of his family, who were all foully done to death by the rebels during the recent rising in Yumchow, the officials of Canton have arranged a memorial meeting to be held in a large building

Mr. Cho Pao-chiao, President of the Shanghai Paichin Co., who was sent for the other day by the Waiwup, to assist in the approaching conference with representatives of the Peking Syndicate, arrived in Peking from Tientsin on the 24th ult.

MESSRS. Wheelock & Co. report under date Shanghai, 24th ult.:—Rates continue to be steady, but there is a fair demand for tonnage coastwise to the North and from Japan, so that we expect to see rates fairly firm at any rate until the Northern Ports close for the winter.

A SPECIAL meeting of the Sanitary Board was held this afternoon to consider what steps should be taken to deal with the outbreak of anthrax among some cattle at present on their way to Hongkong. The cattle were shipped to Muntin on board the steamer Longgang in the early part of this week, and on arrival at that port it was discovered that the disease had broken out in one or more cases.

THE servants' quarters of the Hongkong Hotel were raided last night by Police Sergeant Fenion and a posse of officers. A gambling game, which was in full swing, was broken up, and fifteen men were arrested—eight of whom were discovered to be outsiders. The accused Yang-kung, Engineer-in-Chief of the Yuen Hai (Canton-Hankow) Railway, and Chiu Yung-chih (Dr. Watt) Head of the Sanitary Department of the Tientsin native city and Principal Medical Officer of the Peiyang Hospital. The first three gentlemen are returned American students of 1872-5. This recommendation was opposed on most flimsy grounds by the wisecracks of the Ministry of Education, but, nothing discouraged, His Excellency has granted an Imperial Rescript may soon be expected granting the honours.

A SHORT while ago H.E. Grand Councillor Yuan Shih-kai recommended to the Throne that the literary degree of Doctor (Chinshih) be conferred upon Taitai Jeme-tien-yon, A.M.I.C.E., Engineer-in-Chief and Director of the Peking-Kalgan Railway; Prefect Woo Yang-tung, Mining Engineer, and Chinese Assistant Director of the Keping Railway; Taitai Kung Yung-kung, Engineer-in-Chief of the Yuen Hai (Canton-Hankow) Railway, and Chiu Yung-chih (Dr. Watt) Head of the Sanitary Department of the Tientsin native city and Principal Medical Officer of the Peiyang Hospital. The first three gentlemen are returned American students of 1872-5. This recommendation was opposed on most flimsy grounds by the wisecracks of the Ministry of Education, but, nothing discouraged, His Excellency has granted an Imperial Rescript may soon be expected granting the honours.

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CHINA COAST METEOROLOGICAL REGISTER.

October 31, 1907, a.m.

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok	29.73	—	—	N 4	—
Nemuro	29.73	—	—	N 4	—
Hakodate	29.73	—	—	N 4	—
Kobe	29.73	—	—	N 4	—
Nagasaki	29.73	—	—	N 4	—
Kagoshima	29.73	—	—	N 4	—
Oshima	29.73	—	—	N 4	—
Naha	29.73	—	—	N 4	—
Ishigakijima	29.73	—	—	N 4	—
Bonin Is.	29.73	—	—	N 4	—
Cheloo	29.73	—	—	N 4	—
Wei-hai-wei	29.73	—	—	N 4	—
Hankow	29.73	—	—	N 4	—
Kinkiang	29.73	—	—	N 4	—
Shanghai	29.73	—	—	N 4	—
Guttsch	29.73	—	—	N 4	—
Sharp Peak	29.73	—	—	N 4	—
Amoy	29.73	—	—	N 4	—
Swatow	29.73	—	—	N 4	—
Taihou	29.73	—	—	N 4	—
Tai-chu	29.73	—	—	N 4	—
Tainan	29.73	—	—	N 4	—
Koshu	29.73	—	—	N 4	—
Pescadore	29.73	—	—	N 4	—
Canton	29.73	—	—	N 4	—
Hongkong	29.73	—	—	N 4	—
Victoria Peak	29.73	—	—	N 4	—
Cap Rock	29.73	—	—	N 4	—
Macao	29.73	—	—	N 4	—
Holow	29.73	—	—	N 4	—
Pakhoi	29.73	—	—	N 4	—
Phu Lien	29.73	—	—	N 4	—
Tourane	29.73	—	—	N 4	—
O. St. James	29.73	—	—	N 4	—
Apurri	29.73	—	—	N 4	—
Manila	29.73	—	—	N 4	—
Legaspi	29.73	—	—	N 4	—
Bacolod	29.73	—	—	N 4	—
Iloilo	29.73	—	—	N 4	—
Cebu	29.73	—	—	N 4	—
Labuan	29.73	—	—	N 4	—

November 1st, 1907, a.m.

Vladivostok	29.73	—	—	NW 6	—
Nemuro	29.73	—	—	NW 6	—
Hakodate	29.73	—	—	NW 6	—
Kobe	29.73	—	—	NW 6	—
Nagasaki	29.73	—	—	NW 6	—
Kagoshima	29.73	—	—	NW 6	—
Oshima	29.73	—	—	NW 6	—
Naha	29.73	—	—	NW 6	—
Ishigakijima	29.73	—	—	NW 6	—
Bonin Is.	29.73	—	—	NW 6	—
Cheloo	29.73	—	—	NW 6	—
Wei-hai-wei	29.73	—	—	NW 6	—
Hankow	29.73	—	—	NW 6	—
Kinkiang	29.73	—	—	NW 6	—
Shanghai	29.73	—	—	NW 6	—
Guttsch	29.73	—	—	NW 6	—
Sharp Peak	29.73	—	—	NW 6	—
Amoy	29.73	—	—	NW 6	—
Swatow	29.73	—	—	NW 6	—
Taihou	29.73	—	—	NW 6	—
Tai-chu	29.73	—	—	NW 6	—
Tainan	29.73	—	—	NW 6	—
Koshu	29.73	—	—	NW 6	—
Pescadore	29.73	—	—	NW 6	—
Canton	29.73	—	—	NW 6	—
Hongkong	29.73	—	—	NW 6	—
Victoria Peak	29.73	—	—	NW 6	—
Cap Rock	29.73	—	—	NW 6	—
Macao	29.73	—	—	NW 6	—
Holow	29.73	—	—	NW 6	—
Pakhoi	29.73	—	—	NW 6	—
Phu Lien	29.73	—	—	NW 6	—
Tourane	29.73	—	—	NW 6	—
O. St. James	29.73	—	—	NW 6	—
Apurri	29.73	—	—	NW 6	—
Manila	29.73	—	—	NW 6	—
Legaspi	29.73	—	—	NW 6	—
Bacolod	29.73	—	—	NW 6	—
Iloilo	29.73	—	—	NW 6	—
Cebu	29.73	—	—	NW 6	—
Labuan	29.73	—	—	NW 6	—

Shipping.

VESSELS IN PORT.

STEAMERS.	FROM	AGENTS	DU
Acara, Br. s.s., 3,174, Wm. Hume, 18th Oct.,—	New York 27th Aug., Case Oil.—S. O. Co.		
Anghin, Ger. s.s., 1,001, Chr. Kumpel, 1st Nov.,—	Swatow 31st Oct., Rice and Wood.—B. & S.		
America Maru, Jap. s.s., 3,460, Philip H. Goring, 14th Oct.,—	San Francisco and Oct., and Shanghai 27th, Mails and Gen.—T. K. K.		
Araratton Apar, Br. s.s., 2,931, A. Stewart, 29th Oct.,—	Moji 24th Oct., Gen.—D. S. & Co., Ltd.		
Bourbon, Fr. s.s., 996, Le Bail, 19th Oct.,—	Saigon 15th Oct., Gen.—Man Fat & Co.		
Cheong Shing, Br. s.s., 1,356, P. M. B. Lake, 1st Nov.,—	Tientsin via Ports 25th Oct., Gen.—M. & Co.		
Chingta, Br. s.s., 1,459, W. B. Brown, 29th Oct.,—	Yokohama and Kobe 23rd Oct., Gen.—B. & S.		
Dolhi, Br. s.s., 4,785, J. D. Andrews, R.N.R., 31st Oct.,—	Shanghai 29th Oct., Mails and Gen.—P. O. S. N. Co.		
Derwent, Br. s.s., 1,562, J. Jenkins, 29th Oct.,—	Saigon 24th Oct., Rice and Gen.—Man Fat & Co.		
Drufar, Nor. s.s., 1,102, J. Bing, 30th Oct.,—	Bangkok and Swatow 29th Oct., Gen.—N. Y. K.		
Eastern, Br. s.s., 2,772, W. G. McArthur, 1st Nov.,—	Sydney 9th Oct., Brisbane 12th, Townsville 15th, Cairns 16th, Port Darwin 21st, and Manila 30th, Gen.—G. L. & Co.		
Ellen Rickmers, Ger. s.s., 2,503, H. Pape, 29th Oct.,—	Moji 23rd Oct., Coal.—B. & Co.		
Empire of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 20th Oct.,—	Vancouver 1st Oct., and Shanghai 18th, Mails and Gen.—C. P. R. Co.		
Frithjof, Nor. s.s., 891, O. Andersen, 31st Oct.,—	Swatow 31st Oct., Gen.—O. S. K.		
Haiching, Br. s.s., 1,267, A. E. Hodgins, 30th Oct.,—	Foochow 27th Oct., Amoy 25th, and Swatow 29th, Gen.—D. S. & Co.		
Haganag, Br. s.s., 1,559, S. White, 1st Nov.,—	Canton 31st Oct., Gen.—J. M. & Co.		
Heliopolis, Br. s.s., 2,067, J. W. Martin, 25th Oct.,—	Chinwantao 19th Oct., Ballast.—G. L. & Co.		
Hupoh, Br. s.s., 1,205, H. Mathias, 31st Oct.,—	Haiphong 29th Oct., and Hoihow 30th, Gen.—B. & S.		
Joshin Maru, Jap. s.s., 702, H. S. Smith, 30th Oct.,—	Tamsui 27th Oct., Gen.—O. S. K.		
Kanagawa Maru, Jap. s.s., 3,845, N. Ohno, 30th Oct.,—	London 21st Sept., Gen.—N. Y. K.		
Lightning, Br. s.s., 2,122, E. Fey, 29th Oct.,—	Calcutta 12th Oct., via Penang and Singapore 23rd, Gen.—D. S. & Co., Ltd.		
Mausang, Br. s.s., 1,644, R. Houghton, 29th Oct.,—	Sandakan 24th Oct., Timber and Gen.—J. M. & Co.		
Mercedes, Br. s.s., 3,001, J. M. McGregor, 21st Sept.,—	Wei-hai-wei 10th Sept., Ballast.—Admiralty.		
Montclair, Br. s.s., 3,953, S. Robinson, R.N.R., 18th Oct.,—	Vancouver 20th Sept., and Shanghai 15th Oct., Flour, Salmon, Milk and Gen.—C. P. R. Co.		
Mortlake, Br. s.s., 1,737, F. W. Batten, 19th Oct.,—	Fremantle (West Australia) 2nd Oct., Sandul Wood.—Mr. Simpson.		
Oonia, Br. s.s., 5,809, W. C. Lyett, 1st Nov.,—	Manila 30th Oct., Gen.—B. & S.		
Oriel, Br. s.s., 3,200, G. Madrell, 24th Oct.,—	Kuching 14th Oct., Coal.—B. & Co.		
Ovid, Br. s.s., 2,086, L. Cubitt, 1st Nov.,—	New York 1st Sept., Gen.—Order.		
Pakhoi, Br. s.s., 1,054, French, 1st Nov.,—	Swatow 31st Oct., Gen.—B. & S.		
Palermo, Br. s.s., 7,597, E. G. Andrews, 31st Oct.,—	Antwerp and London 22nd Sept., Gen.—P. O. S. N. Co.		
Pitsunok, Ger. s.s., 1,260, D. Reimers, 28th Oct.,—	Hankow 1st Oct., Rice and Wood.—B. & S.		
Sexta, Ger. s.s., 992, J. Desler, 29th Oct.,—	Saigon 29th Oct., Rice.—S. O. Co.		
Singam, Br. s.s., 1,047, F. Jamieson, 27th Oct.,—	Haiphong and Hoihow 24th Oct., Rice, Gen. and Live Stock.—B. & S.		
Standard, Nor. s.s., 894, H. N. Bull, 1st Nov.,—	Cheloo 26th Oct., Beans and Ground-nuts.—Wallem & Co.		
Taishan, Ch. s.s., 1,210, R. Stephen, 1st Nov.,—	Canton 31st Oct., Gen.—C. P. R. Co.		
Vancouver, Br. s.s., 1,954, McDougall, 24th Oct.,—	Newcastle 5th Oct., Coal.—A. R. & Co.		
Zafro, Br. s.s., 1,629, A. Fraser, 28th Oct.,—	Manila 25th Oct., Hemp and Tobacco.—S. T. & Co.		

SAILING VESSELS.

Vessels	From	Agents	DU
Shinano Maru, Shanghai, N. Y. K., Nov. 3			
Namag, Singapore, M. & Co., Nov. 4			
Princess Alice, M. & Co., Nov. 5			
Roon, Japan, M. & Co., Nov. 5			
P. Waldemar, Kobe, M. & Co., Nov. 5			
Ischia, Singapore, C. & Co., Nov. 5			
Siberia, Japan, P. M. Co., Nov. 5			
Yeboshi Maru, Singapore, N. Y. K., Nov. 6			
Laissang, Calcutta, J. M. & Co., Nov. 10			
Emp. of China, Vancouver, C. P. R. Co., Nov. 17			

The Ships Passed Canal.

Vessels	From	Agents	DU
20th September—Carpedon, Ernest Simons, Benlomond, Moyunt, Ping Sney, P. R. Luit-gold, Sada Maru, Acara, Silkhonia, Hittachi Maru, 24th September—Anhol, Verona, Sanyasaka, 27th September—Adilla, Kintuck, Polystrate, 1st October—Ambria, Baid, Palka, Sunda, Negovia, 4th October—Tonkin, Bingo Maru, Shetha, Kanagawa Maru, 5th October—Eshersog Frans Fardinand, Palermo, 8th October—Silezia, (Ger.) Habiburg, 11th October—Calchas, Glenlogan, Opack, Saxonia, Laerha, Syria, Tourane, 18th October—Denavon, Polyneian, Cardigan-shire, Kowachi Maru, Prince Heinrich, Palau, Silezia (Ger.), Wakasa Maru, 22nd October—Sachsen Polka, 22nd October—Austria, Bangla, Ceylon Maru, Glenavon, Erroll, 25th October—Satsuma, Cyclops, Almon, Telamachus, Kasenga, 26th October—Australien, 29th October—Dortmund, Monmouthshire, Dunearn, Nyansa.			
Arrivals at Home—20th Sept.—Nyansa, 27th September—Sado Maru, Sientor, Prince Regent, Zulipala, 1st October—Polynesian, Scandinavia, 2nd October—Silezia, 5th October—Kintuck, 15th October—Sunda, 18th October—Aristonax, Weywadya, Prince Bligh, Friedrich, 22nd October—Ambria, Habiburg, Yunnan, 25th October—Calchas, Kowachi Maru, Saxonia, 26th October—Verona, 28th October—Ceylon, 29th October—Semitannus, Australian.			

SHARE QUOTATIONS.

Supplied by Messrs. K. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ £1,000,000 } \$11,750,000	\$2,797,167	{ £1.15/- for 1-year ending 30.6.07 @ ex 1/2 3/16 = \$16.04 }	3 1/2 %	{ \$65 ss. and a } { \$60 ss. and a } { new issue } { London 275 }
Do. (new)	40,000	\$125	\$125	{ £1,000,000 } \$300,000				
National Bank of China, Limited	99,925	£7	£6	{ £12,755 } \$300,000	\$71,293	\$2 (London 3/6) for 1901		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	250	\$50	{ \$1,500,000 } \$204,474	none	\$20 for 1906	8 %	\$250
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,500,000 } Tls. 204,474	Tls. 204,474	{ Final of 7/6 per share making in all 15/- } { for 1906 = Tls. 2.65 }	6 %	Tls. 73 1/2 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 } \$2,460,490	\$2,460,490	{ Final of \$12 making \$24 for 1905 and } { interim of \$3 for 1906 }	5 1/2 %	\$780
Yangtze Insurance Association, Limited	5,000	100	\$60	{ \$1,000,000 } \$394,520	\$394,520	\$1 for year ending 31.12. 5	7 1/2 %	\$165 sellers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 } \$362,980	\$362,980	4 and bonus \$2 for 1905	9 1/2 %	\$87 sales
Hongkong Fire Insurance Company, Limited	8,000	1250	\$50	{ \$1,000,000 } \$235,236	\$235,236	\$20 for 1905	13 1/2 %	\$305 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 } \$365	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 } Nil.	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$37 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$50,000 } \$27,102	\$27,102	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$99 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	£5	£5	{ £50,000 } £3,694	£3,694	\$1 for 1906 @ ex 2 1/2 = \$1.14 per share	3 1/2 %	{ \$41 sellers } { \$39 buyers }
Do. (Deferred)	6,000	£5	£5	{ £50,000 } £3,694	£3,694			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 } Tls. 13,327	Tls. 13,327	Interim of Tls. 14 for account 1907	12 %	Tls. 45 sellers
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 } £72,370	£72,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 50 sales
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 } \$1137	\$1137	{ \$1.00/- for year ending 30.6.1907 } { \$0.50 }	{ 4 1/2 % } { 4 1/2 % }	{ \$21 buyers } { \$10 1/2 ss. and b. }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 419,479 } 18,730	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	100	100	{ \$450,000 } 9,218	9,218	\$8 for year ending 31.12.05	7 1/2 %	\$104
Yunnan Sugar Refining Company, Limited	1,000	100	100	{ \$450,000 } one	one	for 1907		\$21
Yak Sugar Cultivation Company, Limited	1,000	100	100	{ \$450,000 } Tls. 8,935	Tls. 8,935	Tls. 8 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £100,000 } £22,5	£22,5	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 sales
South Australian Gold Mining Company, Limited	10,000	£1	£1	{ £100,000 } £11,358	£11,358	\$1 12 of 1/- = 48 cents		\$9 buyers
DOCKS, WHARVES & GODOWNS.								
Farwick (Gen.) & Co., Limited	18,000	25	25	{ £4,124 } 110,335	110,335	\$1.75 for year ending 31.12.06	11 %	416
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	10	10	{ \$10,000 } \$3,047	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	167
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,000 } \$491,580	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$102
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 } \$10,459	\$10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 74
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 } Tls. 23,127	Tls. 23,127	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 202 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ Tls. 15,000 } Tls. 3,388	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 102 1/2
China House Hotel Company, Limited (Shanghai)	10,723	\$25	\$25	{ \$26,800 } \$10,908	\$10,908	\$2 1/2 for year ending 30.6.07	10 %	\$22 sellers
Central Stores, Limited	50,723	\$15	\$15	{ \$76,078 } \$4,178	\$4,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 } \$10,925	\$10,925	\$4 for 1st half-year ending 30.6.07	7 1/2 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	40,000	\$100	\$100	{ \$400,000 } \$56,218	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$166
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$100,000 } \$11,567	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	{ \$250,000 } \$11,089	\$11,089	\$2 1/2 for 1906	7 %	\$56
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 386,493 } Tls. 170,000	61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	150	150	{ \$1,875,000 } none	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } Tls. 45,939	64,986	Tls. 10 for year ending 31.12.06	18 %	Tls. 55 sellers
Hongkong Cotton Spinning and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 } \$60,000	\$14,119	50 cents for year ending 31.12.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } 36,211	36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 1/2 %	Tls. 53
Kowloon-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 } none	\$11,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 25,000 } \$9,663	\$9,663	Tls. 50 for 1906	17 1/2 %	Tls. 980 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £1,299 } £638	£638	1/3 per share for 1906	9 %	16 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 } \$9,053	\$9,053	\$3 for 1905		\$20 sellers
China House Hotel Company, Limited	60,000	\$12	\$12	{ \$720,000 } none	Nil.	\$1 for 1904		\$10 ss. & buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 } Tls. 1,289	Tls. 1,289	Final of Tls. 5 making Tls. 10 for 1905		Tls. 50 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 } none	35,000	60 cents for year ending 18.2.06		16 buyers
Do. Do. special shares	50,000	\$15	\$15	{ \$750,000 } \$855	\$855	80 cents for 1906	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 } \$5,000	\$5,000	\$1.50 for year ending 31.7.07	8 %	\$16 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 } \$2,974	\$2,974	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 } 10,804	10,804	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 } none	2,953	\$1 per share for year ending 28.2.07	6 1/2 %	\$14 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 } 4,311	4,311	Interim of \$4 for 1-year ending June 30th 1907	9 1/2 %	\$22 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 } \$4,212	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 1/2 buyers
Mitsubishi for Mitsui Bussan Kaisha, Ltd.	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 } Tls. 27,503	10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 1/2 %	Tls. 315 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 } none	2,655	\$1 1/2 ss. or period from 1st Oct. to 30th Apr. 1907	8 1/2 %	Tls. 315 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 } none				\$2 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 } none				\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 } Tls. 7,990	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 sales
Shanghai Harbour Engineering Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 } Tls. 4,500	Tls. 4,500	Tls. 4 for 1905		Tls. 30 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 } Tls. 1,354	Tls. 1,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 50,000 } Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 1/2 %	Tls. 108 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £327,000 } Tls. 190,000	Tls. 85,592	{ Interim of 15/- for account 1907 (old) } { Interim of 11/3 for account 1907 (new) }		Tls. 315 buyers
South China Morning Post, Limited	20,000	\$25	\$25	{ \$500,000 } none	Dr. 44,914	None		\$22
Strait Laundry Company, Limited	6,000	\$5	\$5	{ \$30,000 } none	1478	40 cents for year ending 31.5.07	6 1/2 %	\$2 1/2
Taiwan Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 } Tls. 4,000	Tls. 701	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
Union Waterworks Company, Limited	50,000	\$10	\$10	{ \$500,000 } none	3349	First-year		\$2 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000 } \$5,360	\$5,360	80 cents on 9,900 ord. shares and \$10.80 on 100 Founders shares for year ending 31.12.07	8 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 } \$25,000	\$25,000	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 1/2
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 } none	\$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$5 1/2 sales